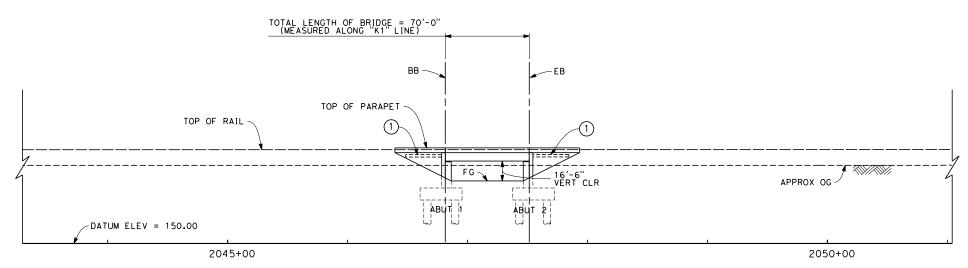
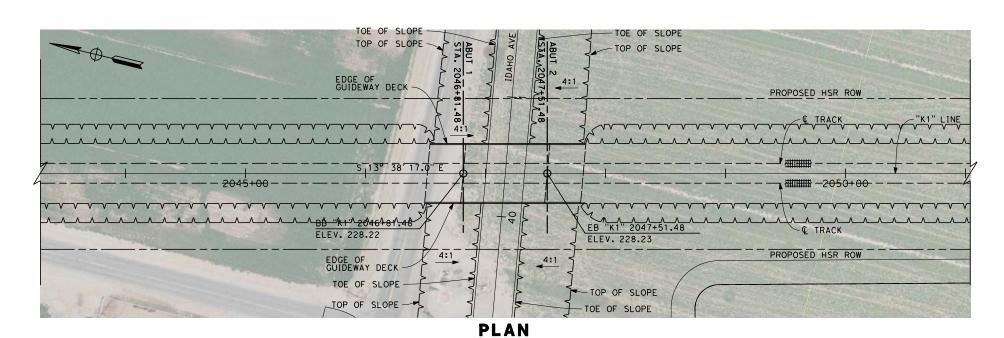


TOP OF RAIL "K1" LINE

NO SCALE



ELEVATION SCALE: 1"=40'



SCALE: 1"=40'

12/31/13

TRACK TRACK

TYPICAL SECTION SCALE: 1"=10'

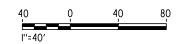
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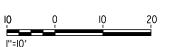
- PILE LENGTH TO BE DETERMINED/NOT ALL PILES SHOWN.
- 2. FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.

LEGEND:

1) STRUCTURE APPROACH SLAB

INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK





DESIGNED BY
M. FISHER

DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN

OESIGN SUBMISSION
CONSTRUCTION

DESCRIPTION

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K1
IDAHO AVE UNDERPASS
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2061
SCALE
AS SHOWN

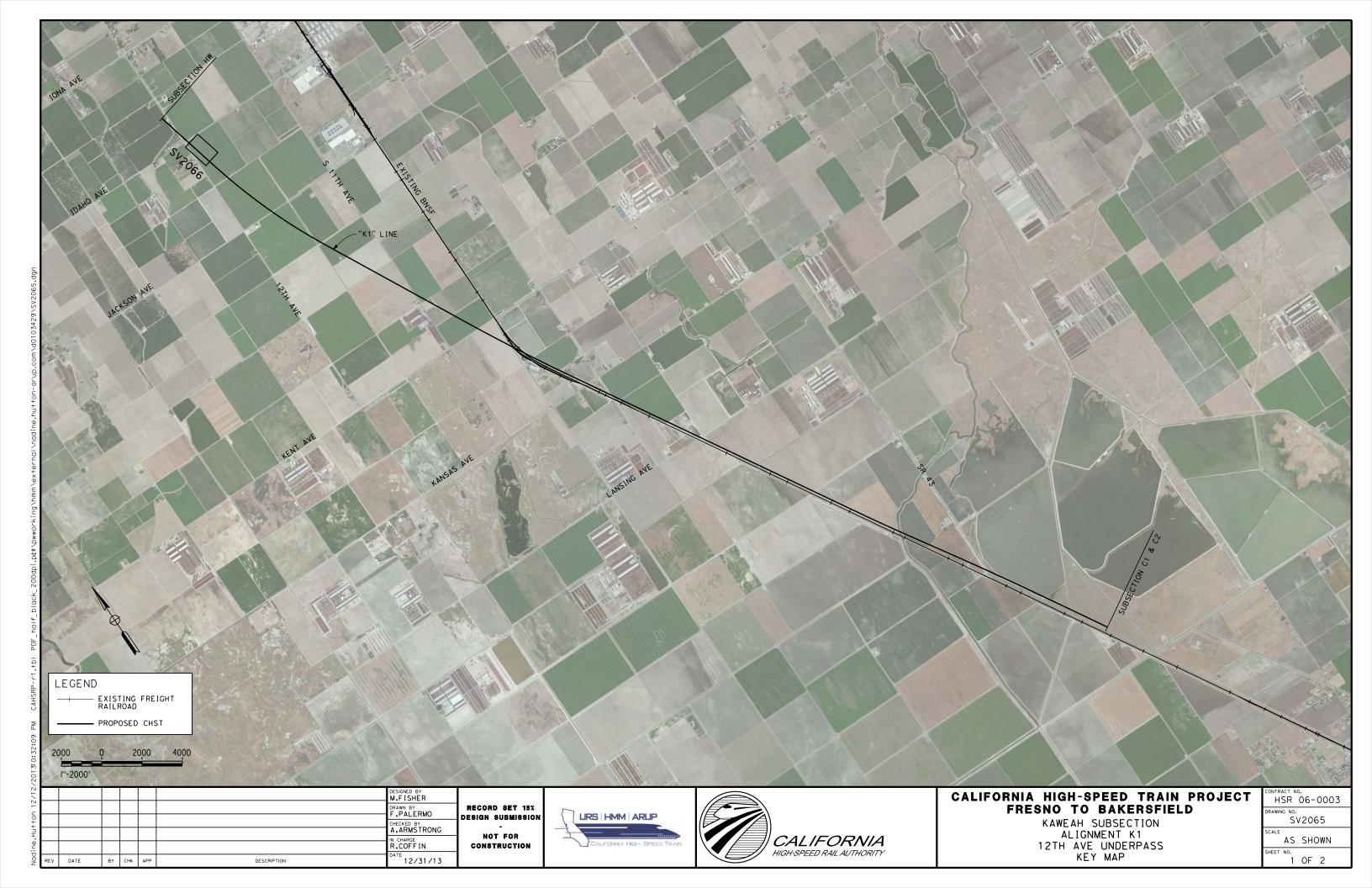
2 OF 2

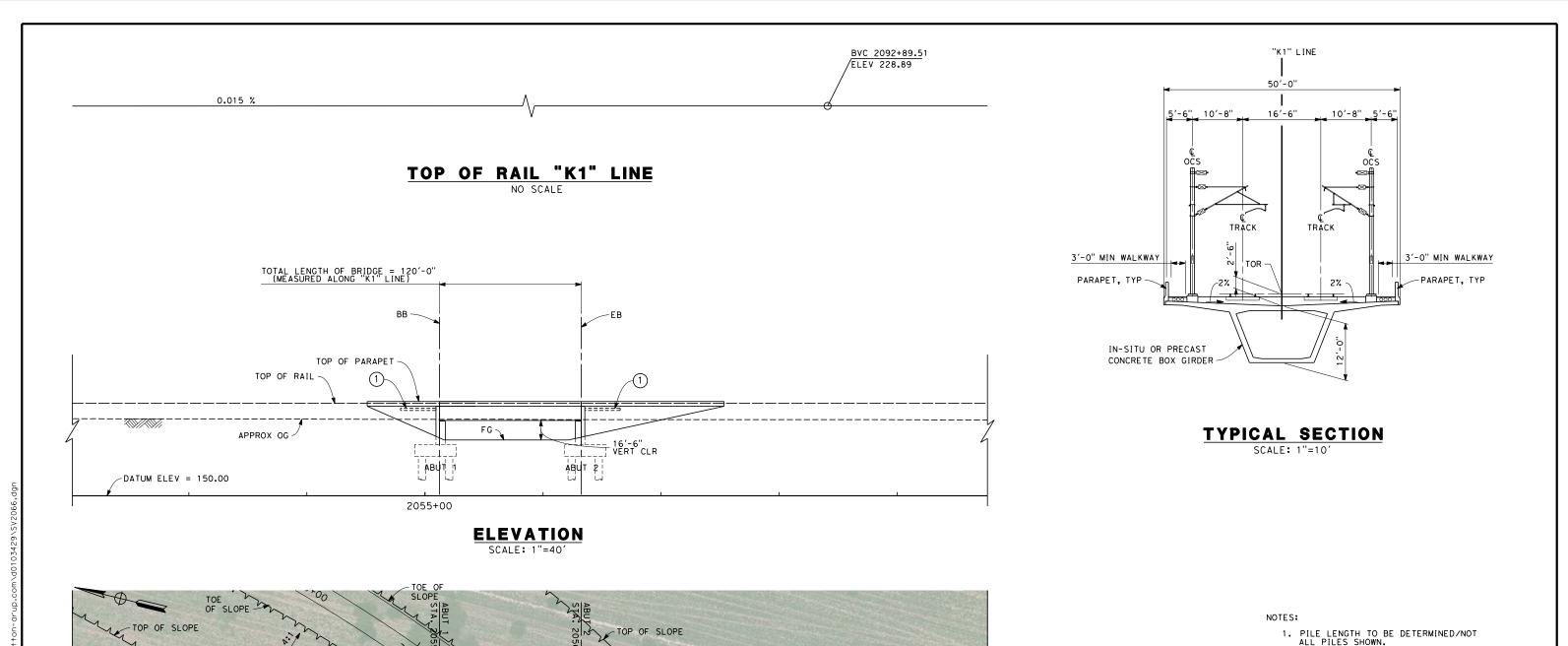
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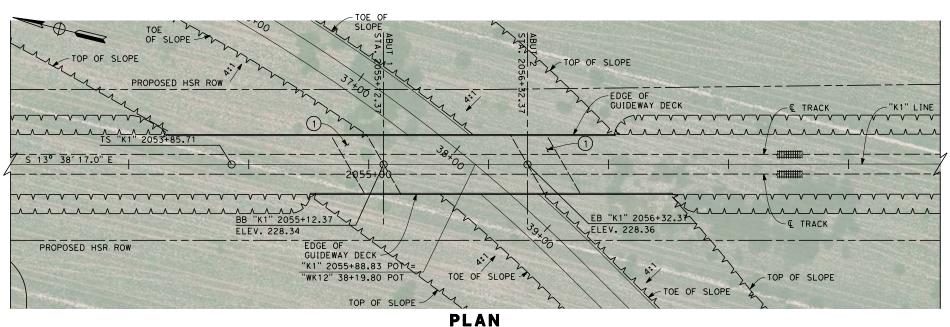
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DATE

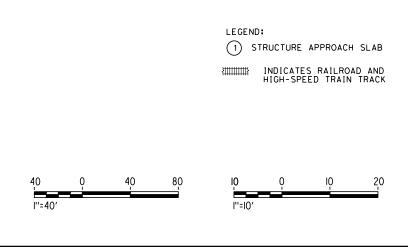
BY CHK APP



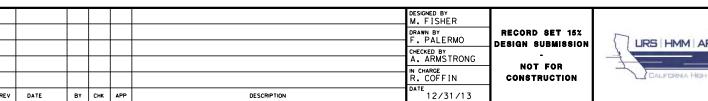




SCALE: 1"=40'



 FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.







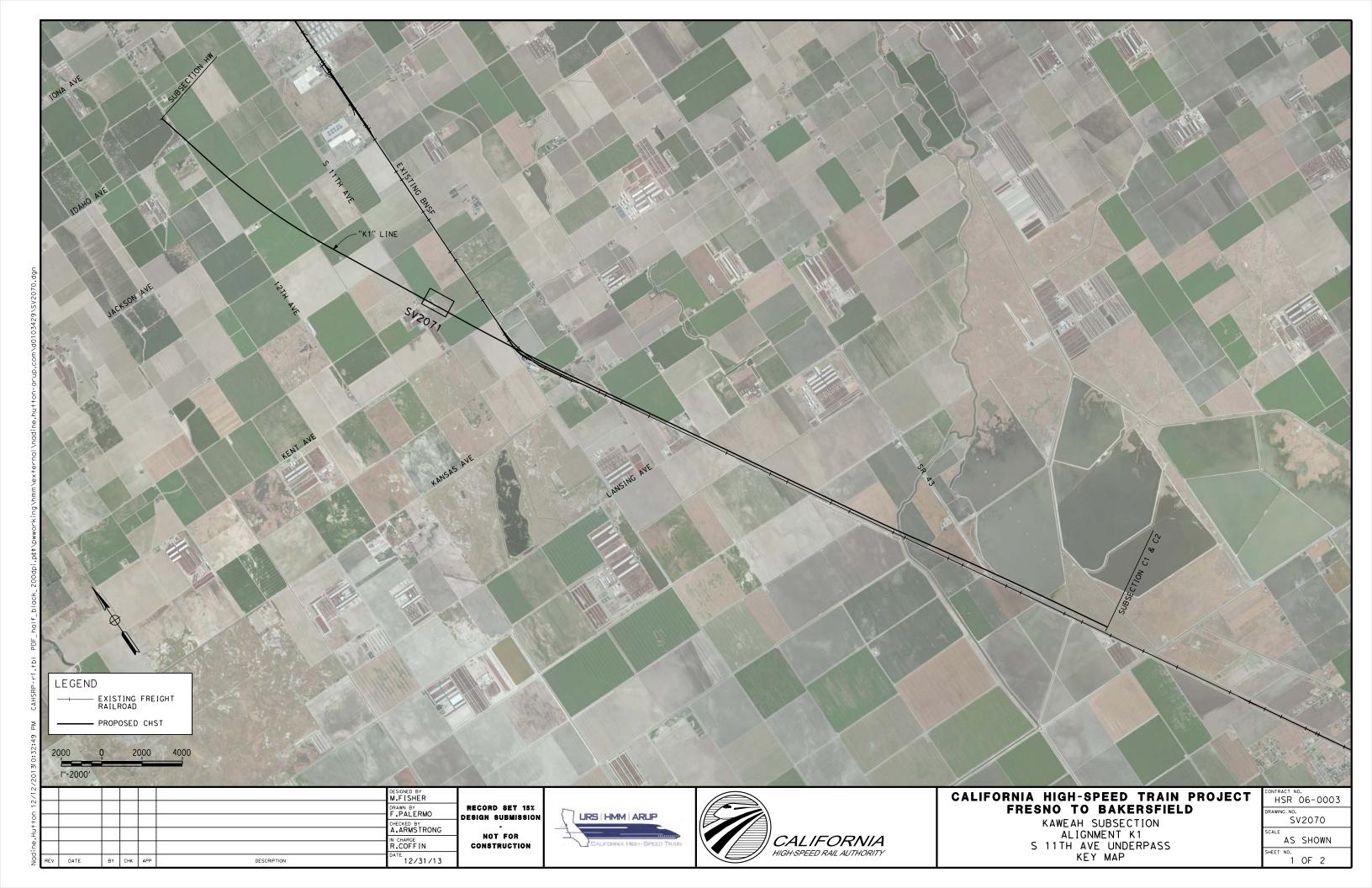
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

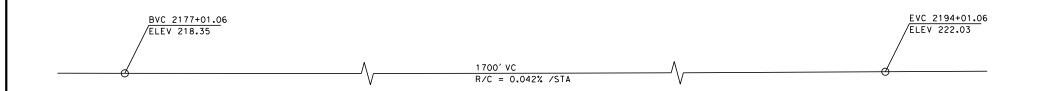
KAWEAH SUBSECTION
ALIGNMENT K1
12TH AVE UNDERPASS
PLAN AND ELEVATION

1	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2066
	SCALE
	AS SHOWN

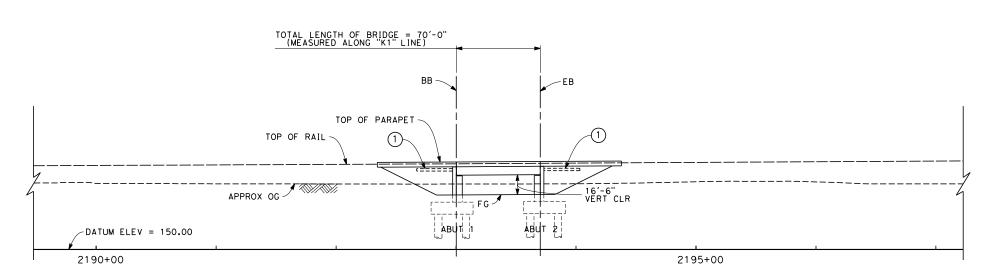
2 OF 2

SHEET NO.

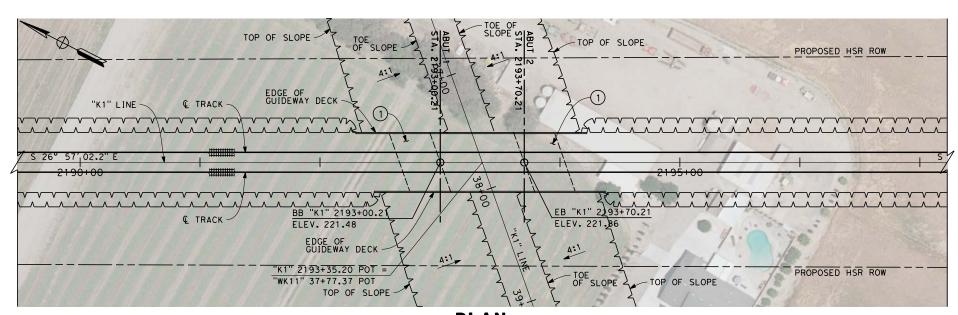




TOP OF RAIL "K1" LINE



ELEVATION SCALE: 1"=40'

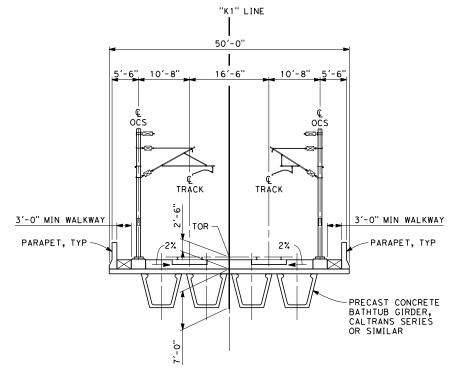


PLAN SCALE: 1"=40'

| DESCRIPTION |







TYPICAL SECTION

SCALE: 1"=10'

NOTES

- PILE LENGTH TO BE DETERMINED/NOT ALL PILES SHOWN.
- FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.

LEGEND:

1) STRUCTURE APPROACH SLAB

INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK



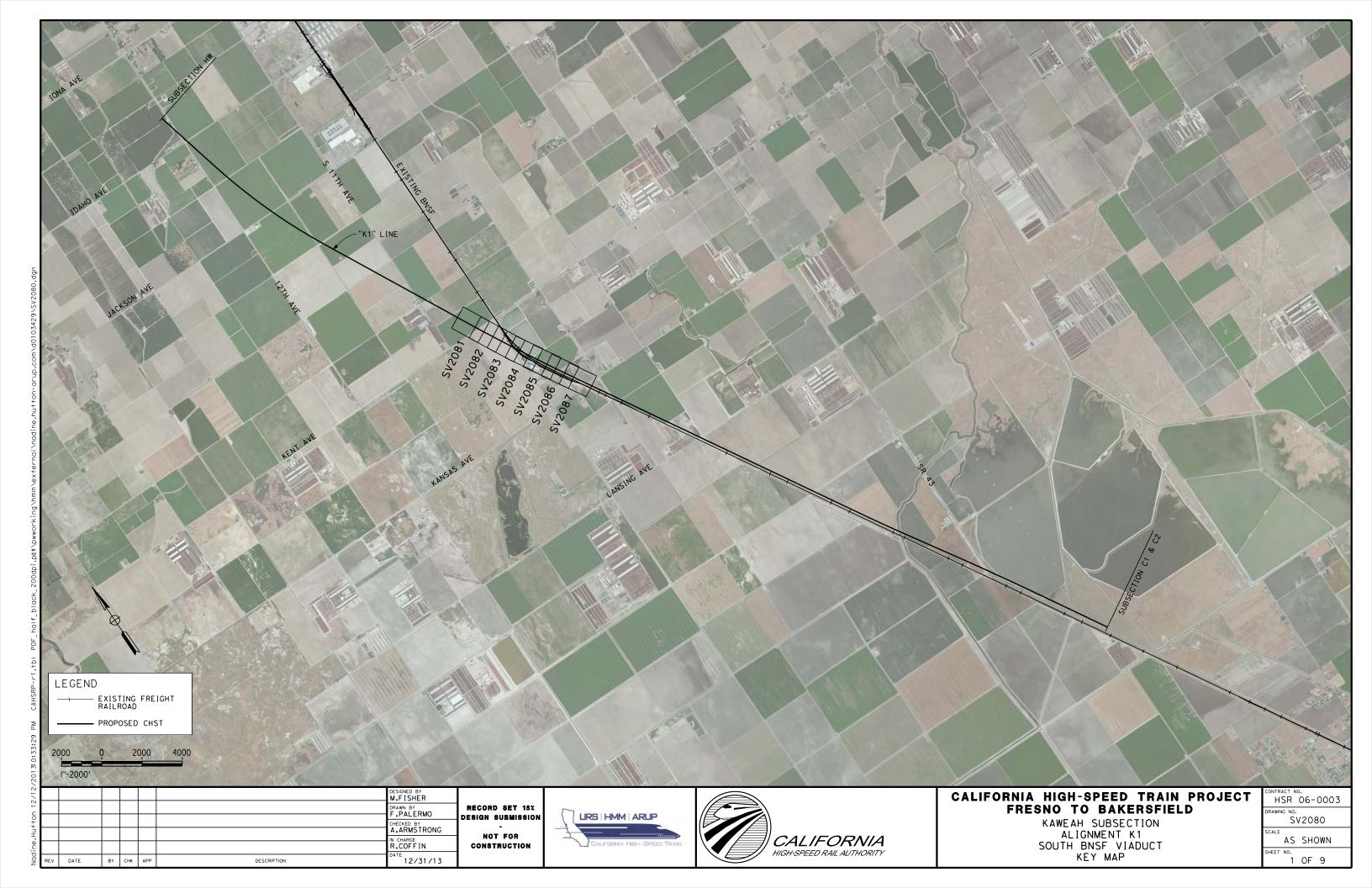
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K1
S 11TH AVE UNDERPASS
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003

DRAWING NO.
SV2071

SCALE
AS SHOWN



BVC 2226+81.07 /ELEV 240.68 <u>NOTES</u> 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 0.569 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 5760'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE BB DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). EXPANSION JOINT, TYP LADDER ACCESS TO VIADUCTS IS TOP OF RAIL PARAPET, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. 17'-3" VERT CLR KENT AVE APPROX OG BENT 2 BENT 3 BENT 4 BENT 5 DATUM ELEV = 100.00 2210+00 2215+00 2220+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 4 STA. 2217+69.10 PROPOSED HSR ROW 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR EDGE OF (33) "K1" LINE -C TRACK HYDROLOGY, HYDRAULICS AND GUIDEWAY DECK DRAINAGE 15% DRAFT REPORT". CURVE DATA \langle 33 angle222 2215+bo T R = 100000.00'BB VK1 2214+09.10 $\Delta = 02^{\circ} 41'21.7''$ ELEV. 233.45 T = 2347.4'PILE CAP, TYP GUIDEWAY DECK -L = 4693.8'PROPOSED HSR ROW **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

N CHARGE R. COFFIN

DATE

BY CHK APP

DESCRIPTION

URS HMM ARUP

SV2081 AS SHOWN 2 OF 9

KAWEAH SUBSECTION

ALIGNMENT K1

SOUTH BNSF VIADUCT

PLAN AND ELEVATION

<u>NOTES</u> BVC 2226+81.07 1. NOT ALL PILES SHOWN ELEV 240.68 2. PILE LENGTH TO BE DETERMINED 2900' VC 0.569 % R/C = -0.043% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 5760'-0" (MEASURED ALONG "K1" LINE) INSITU SLAB 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES ACCESS STAIRS EXPANSION JOINT, TYP (APPROX. 2.5 MILE INTERVALS). PARAPET, TYP LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA MATCH LINE SI DRAWING 7. 7-L ام 1-1 APPROX OG BENT 7 BENT 8 BENT 9 BENT 10 BENT 11 BENT 12 BENT 13 BENT 14 BENT 15 DATUM ELEV = 100.00 2220+00 2225+00 2230+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1 STRUCTURE APPROACH SLAB BENT 9 STA. 2223 BENT 10 STA. 2224 BENT 8 STA. 2222+09.10 BENT 13 STA. 2227+09.10 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD 2220+00,000 SV2081 ELEVATION, SEE "FRESNO TO EDGE OF BAKERSFIELD CORRIDOR (33) GUIDEWAY DECK E TRACK -"K1" LINE -HYDROLOGY, HYDRAULICS AND PROPOSED HSR ROW DRAINAGE 15% DRAFT REPORT". CURVE DATA aibo 2225+60 $\langle 33 \rangle$ R = 100000.00' $\Delta = 02^{\circ} 41'21.7''$ PROPOSED HSR ROW PILE CAP, TYP I & TRACK -ACCESS STAIRS T = 2347.4'GUIDEWAY DECK L = 4693.8'**PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

SV2082

AS SHOWN

3 OF 9

KAWEAH SUBSECTION

ALIGNMENT K1

SOUTH BNSF VIADUCT

PLAN AND ELEVATION

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE R. COFFIN

DATE

BY CHK APP

DESCRIPTION

URS HMM ARUP

1. NOT ALL PILES SHOWN EVC 2255+81.07 BVC 2226+81.07 ELEV 239.09 ELEV 240.68 2. PILE LENGTH TO BE DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON R/C = -0.043% /STASIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 5760'-0" (MEASURED ALONG "K1" LINE) INSITU SLAB 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES EXPANSION JOINT, TYP (APPROX. 2.5 MILE INTERVALS). -PARAPET, TYP LADDER ACCESS TO VIADUCTS IS TOP OF RAIL PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST. DRAWING N - APPROX OG MELGA CANAL BENT 23 BENT 21 BENT 16 BENT 17 BENT 18 BENT 19 BENT 20 BENT 22 DATUM ELEV = 100.00 2230+00 2235+00 2240+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1 STRUCTURE APPROACH SLAB STA. ASSUMED OPERATIONAL 22 BNSF ROW BENT 16 STA. 2230+69.10 2 RETAINING WALL BNSF PROPERTY * ESTIMATED 100-YEAR FLOOD BOUNDARY ELEVATION, SEE "FRESNO TO 2230+00,000 SV2082 EDGE OF BAKERSFIELD CORRIDOR "K1" LINE -GUIDEWAY DECK -E TRACK PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA 2235+00 \langle 33 \rangle R = 100000.00'PROPOSED HSR ROW $\Delta = 02^{\circ} 41'21.7''$ PILE CAP, TYP & TRACK EDGE OF GUIDEWAY DECK T = 2347.4'L = 4693.8'REAL IGNED MELGA CANAL **PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJEC DRAWN BY F. PALERMO

DATE

BY CHK APP

DESCRIPTION

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE R. COFFIN





FRESNO TO BAKERSFIELD

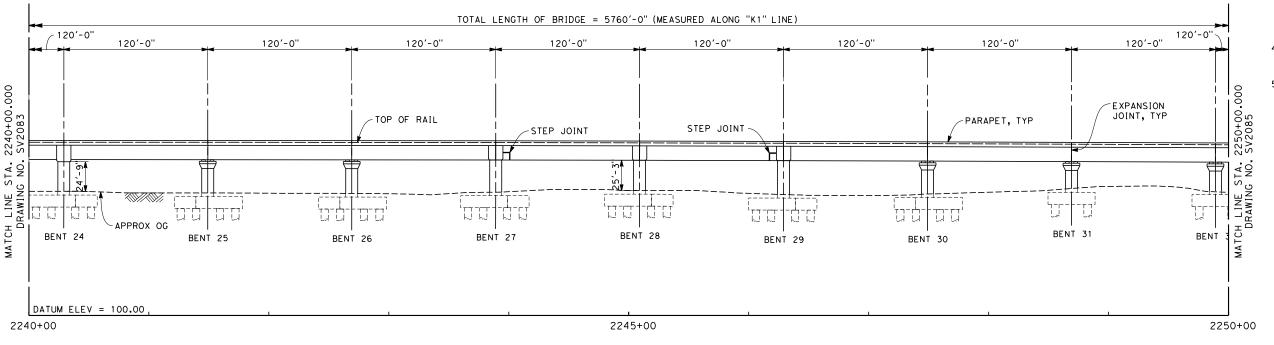
<u>NOTES</u>

KAWEAH SUBSECTION ALIGNMENT K1 SOUTH BNSF VIADUCT PLAN AND ELEVATION

1	CONTRACT NO.
, 1	HSR 06-0003
	DRAWING NO.
	SV2083
	SCALE
	AS SHOWN

TOP OF RAIL "K1" LINE

NO SCALE



NOTES

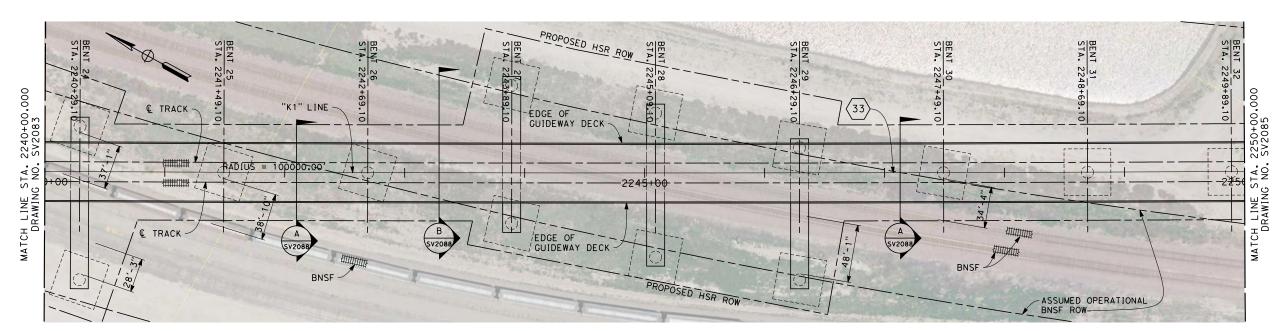
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 ELEVATED SLABS PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 100000.00' $\Delta = 02^{\circ} 41'21.7''$

T = 2347.4'

L = 4693.8'

0 0 40 80

	PI	L	A	N	
SC	AL	E	1"	=	40′

					DESIGNED BY M. FISHER DRAWN BY	RECORD SET 15%
					F. PALERMO CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION -
					IN CHARGE R. COFFIN DATE	NOT FOR CONSTRUCTION
DATE	BY	СНК	APP	DESCRIPTION	12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 SOUTH BNSF VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2084
SCALE
AS SHOWN
CUEET NO

<u>NOTES</u> EVC 2255+81.07 1. NOT ALL PILES SHOWN ELEV 239.09 2. PILE LENGTH TO BE DETERMINED 2900' VC R/C = -0.043% /STA -0.679 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 5760'-0" (MEASURED ALONG "K1" LINE) INSITU SLAB 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES EXPANSION JOINT, TYP (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL PARAPET, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST DRAWING ارًا ا-ل approx og BENT 33 BENT 34 BENT 35 BENT 36 BENT 37 BENT 38 BENT 39 BENT 40 BENT 41 DATUM ELEV = 100.00 2250+00 2255+00 2260+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BOUNDARY BENT 41 STA. 2259 STA. BENT 38 STA. 2256 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD 2250+00.000 SV2084 ELEVATION, SEE "FRESNO TO EDGE OF BAKERSFIELD CORRIDOR (33) GUIDEWAY DECK E TRACK "K1" LINE PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA -220 2255+60 (33) R = 100000.00' $\Delta = 02^{\circ} 41'21.7''$ PROPOSED HSR ROW EDGE OF T = 2347.4'GUIDEWAY DECK & TRACK ASSUMED OPERATIONAL L = 4693.8'BNSF **PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2085 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K1

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

AS SHOWN

6 OF 9

SOUTH BNSF VIADUCT

PLAN AND ELEVATION

NOT FOR

CONSTRUCTION

CHARGE

DATE

BY CHK APP

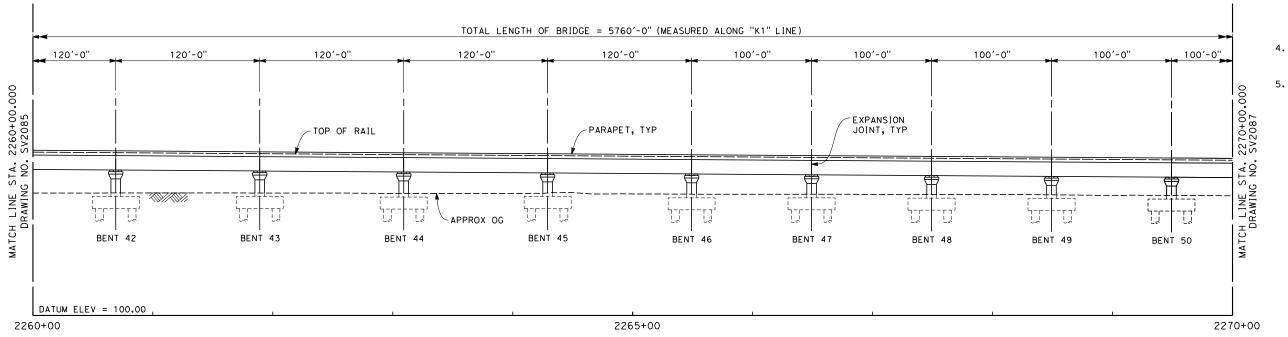
DESCRIPTION

12/31/13

<u>NOTES</u>

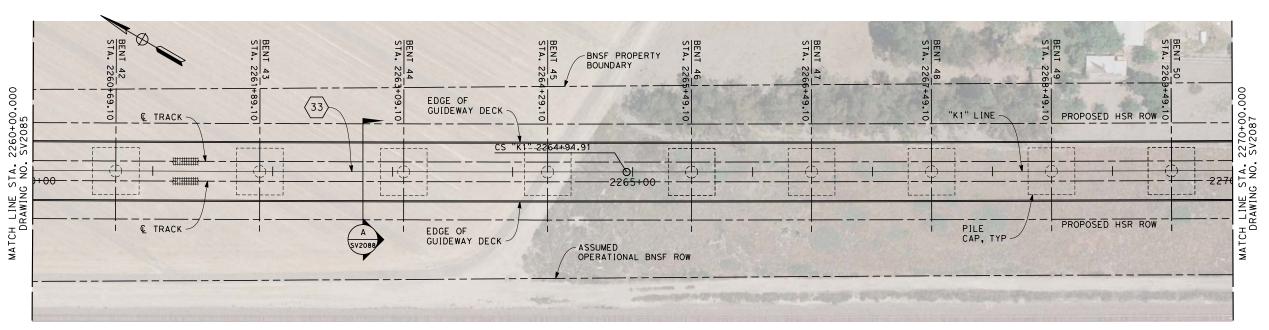
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

TOP OF RAIL "K1" LINE



ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 100000.00' $\Delta = 02^{\circ} 41'21.7"$

T = 2347.4'

L = 4693.8'

PLAN SCALE 1" = 40'

RECORD SET 15% Design Submission	
-	-3 7
NOT FOR	7
CONSTRUCTION)

DESIGNED BY M. FISHER

F. PALERMO

CHARGE R. COFFIN

CHECKED BY
A. ARMSTRONG

12/31/13





CALIFORNIA HIGH-SPEED TRAIN PROJEC FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 SOUTH BNSF VIADUCT PLAN AND ELEVATION

_	CONTRACT NO.
•	HSR 06-0003
	DRAWING NO.
	SV2086
	SCALE
	AS SHOWN

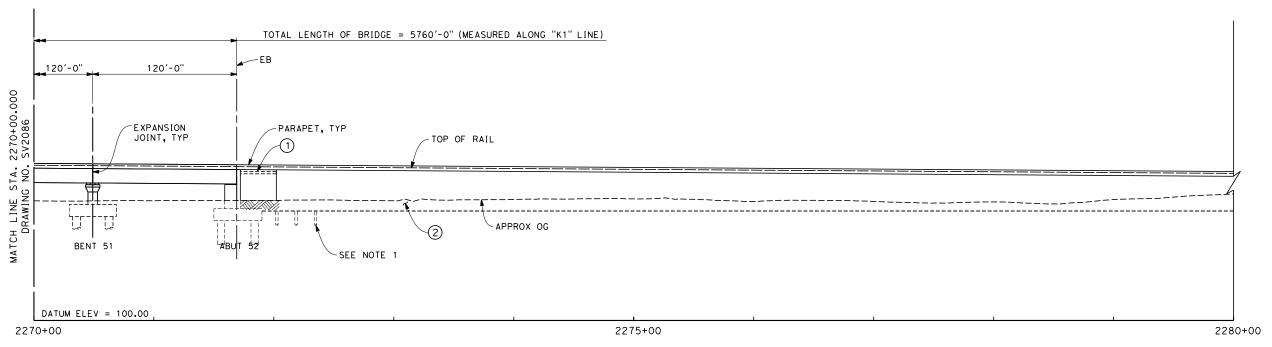
7 OF 9

DATE

BY CHK APP

DESCRIPTION

TOP OF RAIL "K1" LINE NO SCALE

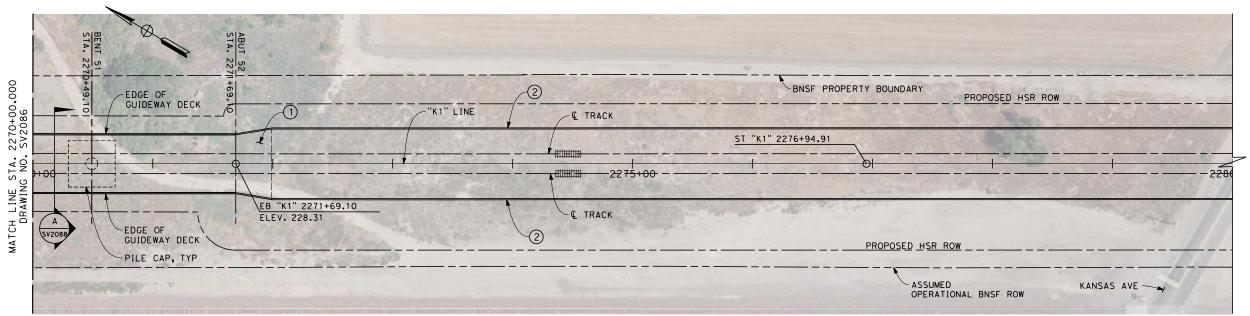


<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						A. ARMSTRONG IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
ΕV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

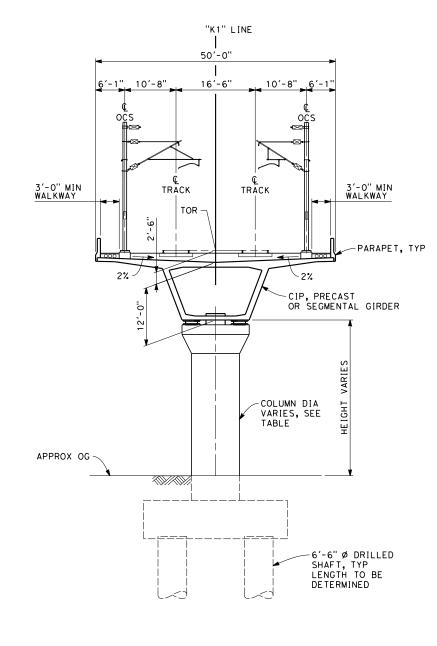
URS HMM ARUP

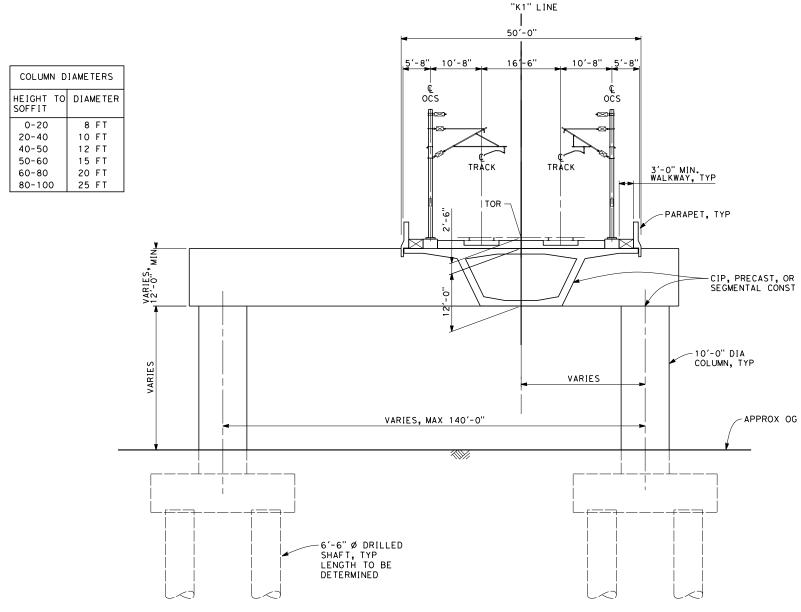


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD KAWEAH SUBSECTION

ALIGNMENT K1 SOUTH BNSF VIADUCT PLAN AND ELEVATION

Т	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2087
	SCALE AS SHOWN





SECTION A

SCALE: 1"=10'

STA. 2214+09 THROUGH 2237+89 STA. 2240+29 THROUGH 2242+69 STA. 2246+29 THROUGH 2271+69

SECTION B

SCALE: 1"=10'

STA. 2237+89 THROUGH 2240+29 STA. 2242+69 THROUGH 2246+29

7								
7 / 7							DESIGNED BY M. FISHER	
7							DRAWN BY F. PALEMRO	DE
5							CHECKED BY A. ARMSTRONG	ן "
ָ טַ							IN CHARGE R. COFFIN	1
	REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION

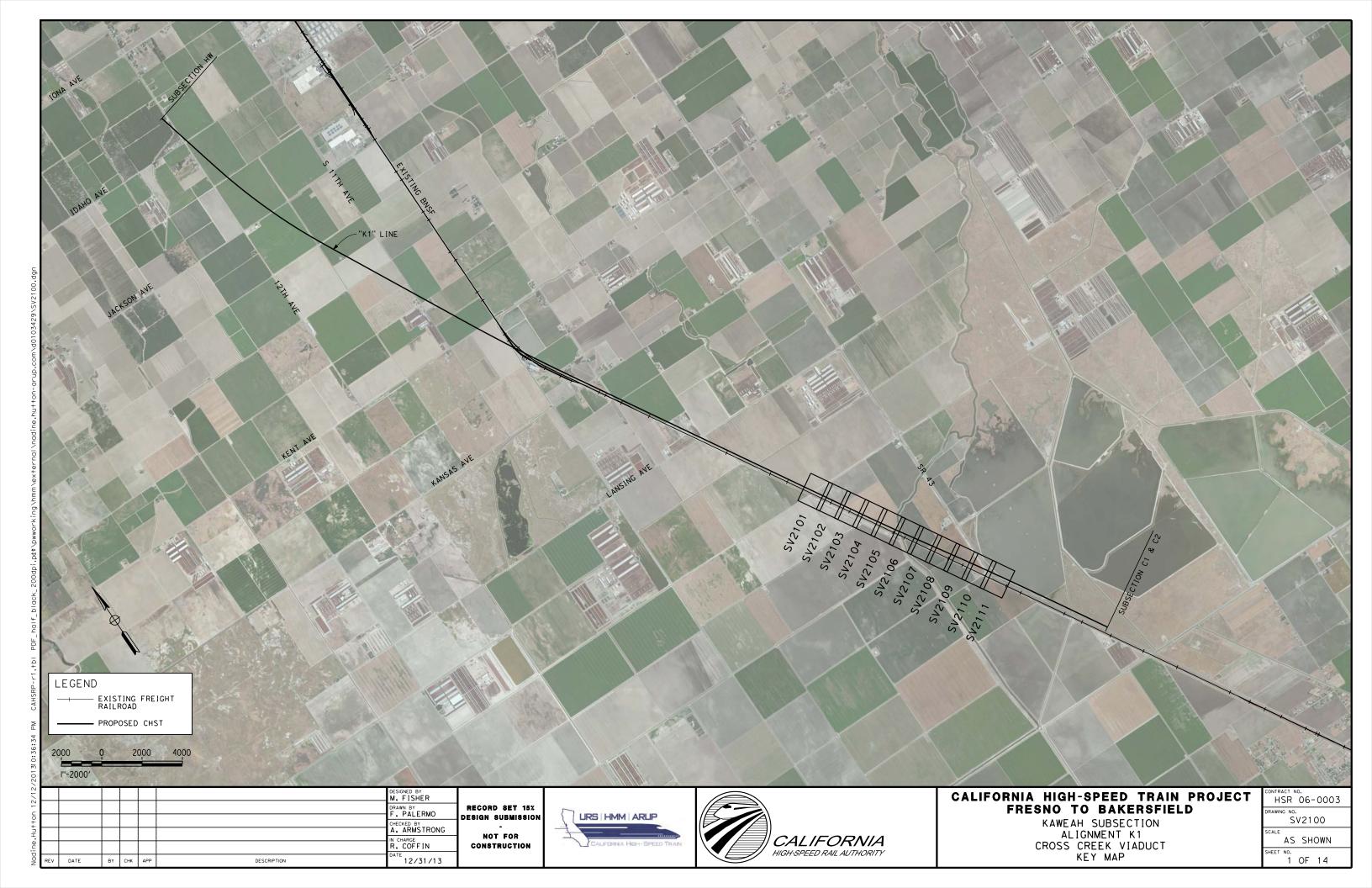




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K1
SOUTH BNSF VIADUCT
TYPICAL SECTIONS

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2088
SCALE
AS SHOWN



EVC 2402+94.91 /ELEV 228.01 BVC 2496+62.36 **NOTES** ELEV 228,01 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 0.000 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE

NO SCALE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL ~ TOP OF PARAPET 1 PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE ST, DRAWING N ABUT 1 APPROX OG SEE NOTE 1-BENT 2 BENT 3 BENT 4 BENT 5 2400+00 2405+00 2410+00 **ELEVATION** SCALE 1" = 40 LEGEND: 1) STRUCTURE APPROACH SLAB REALIGNED DITCH -2 RETAINING WALL REALIGNED CANAL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO EDGE OF GUIDEWAY DECK ~ 2 BAKERSFIELD CORRIDOR "K1" LINE ~ HYDROLOGY, HYDRAULICS AND E TRACK -1 DRAINAGE 15% DRAFT REPORT". MATCH LINE STA. DRAWING NO. -2405+00 -BB "K1" 2404+32.73 PROPOSED HSR ROW ELEV. 228.01 E TRACK -EDGE OF GUIDEWAY DECK ASSUMED BNSF ROW DITCH (TO BE REALIGNED) (TO BE REALIGNED) **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2101 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K1 NOT FOR **CALIFORNIA** CHARGE AS SHOWN CONSTRUCTION CROSS CREEK VIADUCT HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 2 OF 14 12/31/13 DATE BY CHK APP DESCRIPTION

EVC 2402+94.91 BVC 2496+62.36 ELEV 228.01 ELEV 228.01 **NOTES** 1. NOT ALL PILES SHOWN 0.000 % 2. PILE LENGTH TO BE DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE 120'-0"-DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE 2410+00.000 SV2101 PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET TOP OF RAIL -PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. APPROX OG BENT BENT 13 BENT 6 BENT 9 BENT 10 BENT 11 BENT 12 DATUM ELEV = 100.00 2410+00 2415+00 2420+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB REALIGNED CANAL 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK 2410+00,000 SV2101 ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR "K1" LINE € TRACK HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". 8₹ -24E PROPOSED HSR ROW € TRACK EDGE OF GUIDEWAY DECK ASSUMED BNSF ROW CANAL (TO BE REALIGNED) -**PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2102 KAWEAH SUBSECTION CHECKED BY A.ARMSTRONG ALIGNMENT K1 NOT FOR **CALIFORNIA** N CHARGE R. COFFIN AS SHOWN CONSTRUCTION CROSS CREEK VIADUCT HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 3 OF 14 12/31/13 BY CHK APP DESCRIPTION

EVC 2402+94.91 /ELEV 228.01 BVC 2496+62.36 ELEV 228.01 **NOTES** 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 0.000 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 100'-0" 100'-0" 100'-0" 2430+00.000 SV2104 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET TOP OF RAIL ~ PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST.
DRAWING N APPROX OG BENT 15 BENT 16 BENT 17 BENT 18 BENT 19 BENT 20 BENT 21 BENT 22 DATUM ELEV = 100.00 2420+00 2425+00 2430+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT STA. 2 RETAINING WALL N PROPOSED HSR ROW 2 * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR "K1" LINE -€ TRACK HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". Š. MATCH LINE ST DRAWING N E TRACK -ASSUMED BNSF ROW **PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2103 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K1 NOT FOR **CALIFORNIA** CHARGE AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY

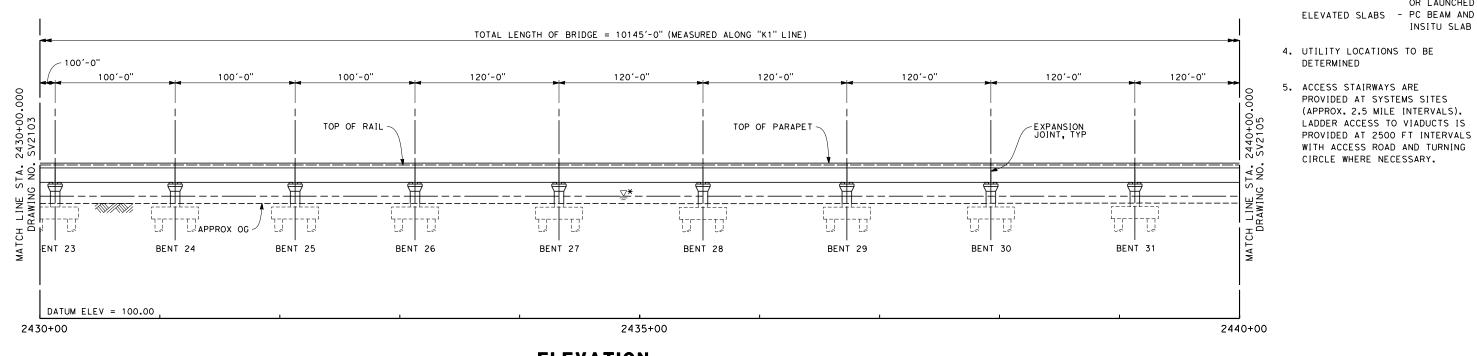
12/31/13

DATE

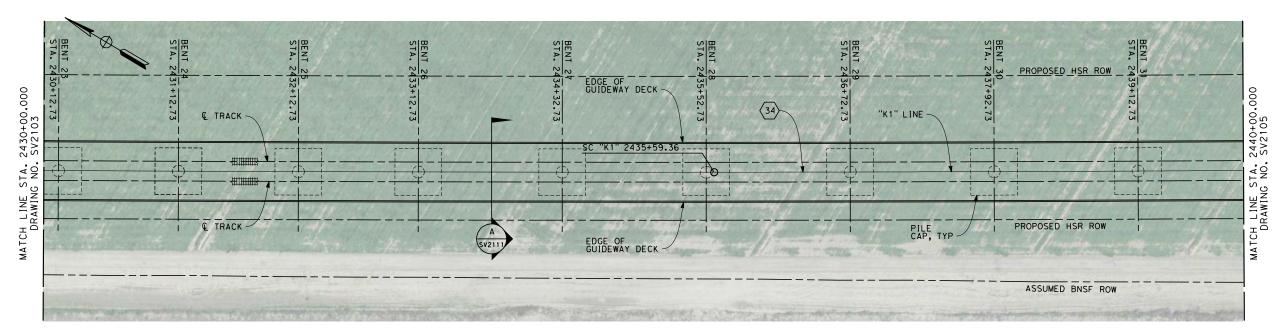
BY CHK APP

DESCRIPTION

PLAN AND ELEVATION



ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2104
SCALE
AS SHOWN

5 OF 14

- MSS OR FLPM

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

STEEL TRUSS

DETERMINED

LEGEND:

1) STRUCTURE APPROACH SLAB

* ESTIMATED 100-YEAR FLOOD

ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR

HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

2 RETAINING WALL

CURVE DATA

R = 85000.00' $\Delta = 0^{\circ} 50' 01.6"$

T = 618.5'

L = 1236.9'

 $\langle 34 \rangle$

PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS

PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

IN-SITU

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION

DESCRIPTION

DATE

BY CHK APP

12/31/13





EVC 2402+94.91 /ELEV 228.01 BVC 2496+62.36 /ELEV 228.01 **NOTES** 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 0.000 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE 357'-0"-120'-0" DETERMINED 120'-0' 120'-0" 120'-0' 120'-0" 120'-0" 120'-0" 120'-0" 121'-6" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL ~ TOP OF PARAPET EXPANSION JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE ST DRAWING N MATCH LINE S DRAWING APPROX OG BENT 39 BENT 32 BENT 33 BENT 34 BENT 35 BENT 36 BENT 37 BENT 38 BENT 40 DATUM ELEV = 100.00 2440+00 2445+00 2450+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK -2440+00.000 SV2104 ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR 34 "K1" LINE C TRACK -HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA $\langle 34 \rangle$ R = 85000.00'C TRACK $\Delta = 0^{\circ} 50' 01.6"$ PROPOSED HSR ROW PILE CAP, TYP SV2112 T = 618.5'L = 1236.9'ASSUMED BNSF ROW **PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2105 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K1 NOT FOR CHARGE **CALIFORNIA** AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 6 OF 14 12/31/13 DATE BY CHK APP DESCRIPTION

<u>NOTES</u> EVC 2402+94.91 /ELEV 228.01 BVC 2496+62.36 1. NOT ALL PILES SHOWN ELEV 228.01 2. PILE LENGTH TO BE DETERMINED 0.000 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE 357'-0" 121'-6" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL -TOP OF PARAPET PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. 18'-7" VERT CLR 17'-0" VERT CLR MATCH LINE ST DRAWING CROSS CREEK 77 APPROX OG BENT 41 BENT 43 BENT 44 BENT 46 BENT 42 BENT 45 DATUM ELEV = 100.00 2450+00 2455+00 2460+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR "K1" LINE -HYDROLOGY, HYDRAULICS AND € TRACK -DRAINAGE 15% DRAFT REPORT". ST "K1" 2459+96-29 2455+00 PROPOSED HSR ROW & TRACK -PILE CAP, TYP -EDGE OF GUIDEWAY DECK-ASSUMED BNSF ROW **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD URS HMM ARUP DESIGN SUBMISSION SV2106 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

NOT FOR

CONSTRUCTION

CHARGE

12/31/13

ALIGNMENT K1

CROSS CREEK VIADUCT

PLAN AND ELEVATION

AS SHOWN

7 OF 14

Nadine.Hutton 12/12/201310:38:53 PM c:\pwworking\

DATE

BY CHK APP

DESCRIPTION

<u>NOTES</u> BVC 2496+62.36 EVC 2402+94.91 1. NOT ALL PILES SHOWN ELEV 228.01 ELEV 228.01 2. PILE LENGTH TO BE DETERMINED 0.000 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL -TOP OF PARAPET PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST DRAWING - ACCESS STAIRS APPROX OG -BENT 47 BENT 48 BENT 49 BENT 50 BENT 51 BENT 52 BENT 53 BENT 54 DATUM ELEV = 100.00 2460+00 2465+00 2470+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1 STRUCTURE APPROACH SLAB BENT 54 STA. 2469+12.73 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK 2470+00.000 SV2108 2460+00,000 SV2106 ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR "K1" LINE HYDROLOGY, HYDRAULICS AND & TRACK -DRAINAGE 15% DRAFT REPORT". N N MATCH LINE STA. DRAWING NO. & TRACK -PROPOSED HSR ROW PILE CAP, TYP EDGE OF GUIDEWAY DECK -ACCESS STAIRS **PLAN** SCALE 1'' = 40'

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG CHARGE CONSTRUCTION 12/31/13 DATE BY CHK APP DESCRIPTION

URS HMM ARUP

NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT NO. HSR 06-0003				
DRAWING NO. SV2107					
	SCALE AS SHOWN				
	CUEET NO				

<u>NOTES</u> EVC 2402+94.91 BVC 2496+62.36 1. NOT ALL PILES SHOWN ELEV 228.01 ELEV 228.01 2. PILE LENGTH TO BE DETERMINED 0.000 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE 2470+00.000 SV2107 PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL -TOP OF PARAPET EXPANSION JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE ST DRAWING APPROX OG-BENT 55 BENT 56 BENT 57 BENT 58 BENT 59 BENT 60 BENT 61 BENT 62 BENT 63 BENT 64 2470+00 2475+00 2480+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1 STRUCTURE APPROACH SLAB PROPOSED HSR ROW 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK 2470+00.000 SV2107 ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR "K1" LINE -HYDROLOGY, HYDRAULICS AND € TRACK -DRAINAGE 15% DRAFT REPORT". TS "K1" 2472+61-79 . 8₹ PROPOSED HSR ROW E TRACK PILE CAP, TYP EDGE OF GUIDEWAY DECK-

> PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECTION FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K1
CROSS CREEK VIADUCT
PLAN AND ELEVATION

СТ	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2108
	SCALE AS SHOWN
	SHEET NO. 9 OF 14

DESIGNED BY
M. FISHER

DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN

CONSTRUCTION

DESCRIPTION

DATE

BY CHK APP

12/31/13





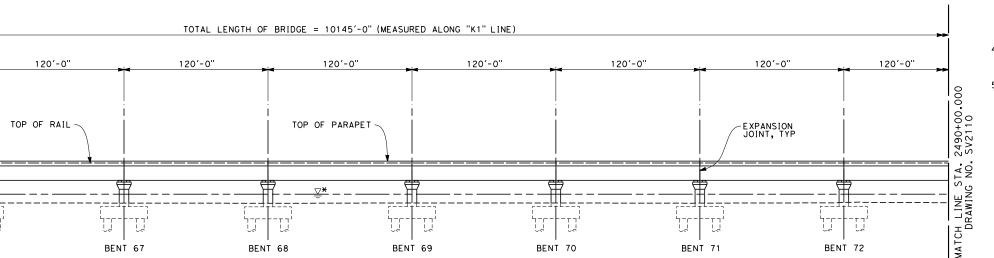
BENT 69

3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST STEEL TRUSS - INSITU, SLID

OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB

4. UTILITY LOCATIONS TO BE DETERMINED

5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.



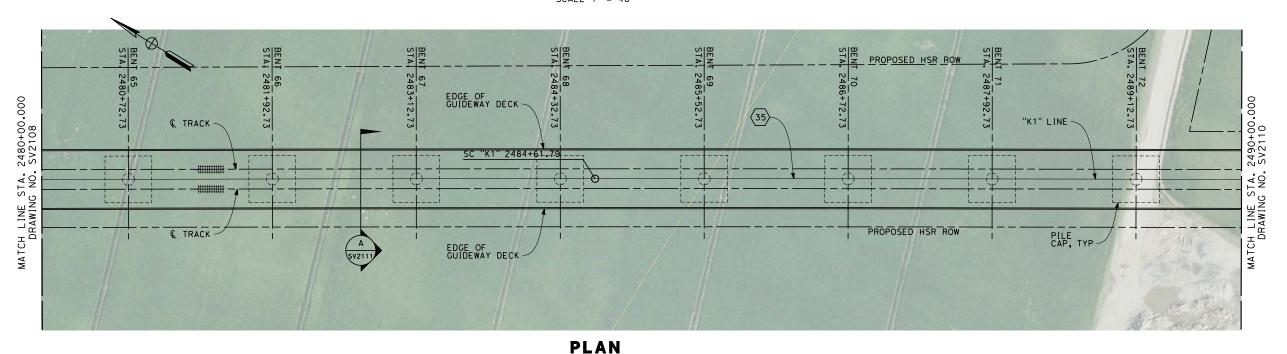
BENT 70

BENT 71

BENT 72

ELEVATION SCALE 1" = 40'

BENT 68



2485+00

LEGEND:

2490+00

1) STRUCTURE APPROACH SLAB

2 RETAINING WALL

* ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

(35)

R = 170000.00'

 $\Delta = 01^{\circ} 14'39.4"$

T = 1846.0'

L = 3691.9'

SCALE 1'' = 40'

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2109
SCALE
AS SHOWN
SHEET NO.

10 OF 14

DATE

BY CHK APP

MATCH LINE S DRAWING

2480+00

APPROX OG -

DESCRIPTION

BENT 66

BENT 67

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

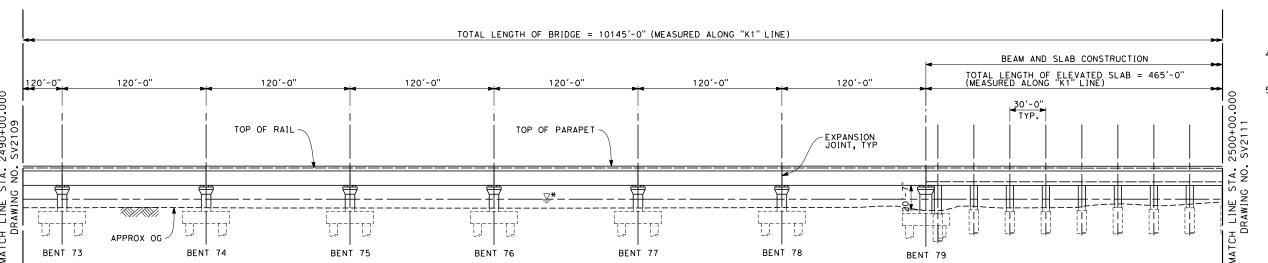
CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

BENT 65

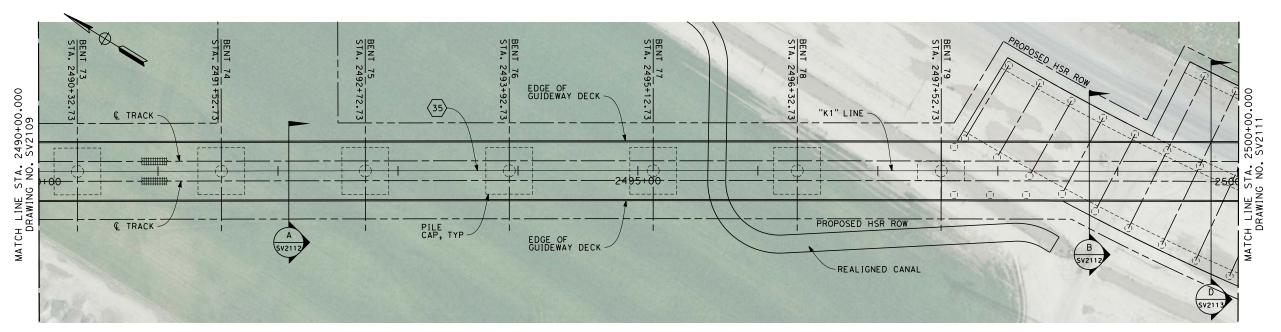
DATUM ELEV = 100.00



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



2495+00

LEGEND:

2500+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 170000.00'

 $\Delta = 01^{\circ} 14' 39.4"$

T = 1846.0'

L = 3691.9'



PLAN SCALE 1'' = 40'

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION 12/31/13 BY CHK APP DESCRIPTION

DATUM ELEV = 100.00

2490+00

DATE





CALIFORNIA HIGH-SPEED TRAIN PROJEC FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT N	06-0003
	DRAWING NO.	V2110
	SCALE AS	SHOWN
	SHEET NO	

<u>NOTES</u> BVC 2496+62.36 /ELEV 228.01 EVC 2508+62.36 1. NOT ALL PILES SHOWN ELEV 225.29 2. PILE LENGTH TO BE DETERMINED 1200' VC R/C = -0.038% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K1" LINE

NO SCALE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 10145'-0" (MEASURED ALONG "K1" LINE) 4. UTILITY LOCATIONS TO BE BEAM AND SLAB CONSTRUCTION DETERMINED TOTAL LENGTH OF ELEVATED SLAB = 465'-0" (MEASURED ALONG "K1" LINE) 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET -TOP OF RAIL ~ EXPANSION JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. ABUT 83 APPROX OG-SEE NOTE 1 BENT 81 BENT 80 BENT 82 DATUM ELEV = 100.00 2500+00 2505+00 2510+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL RELOCATED BERM AND DITCH * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR EDGE OF GUIDEWAY DECK PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND - & TRACK DRAINAGE 15% DRAFT REPORT". CURVE DATA 35 2505+00 R = 170000.00'EB "K1" 2505+77.73 $\Delta = 01^{\circ} 14'39.4''$ ELEV. 226.43 - & TRACK PROPOSED HSR ROW T = 1846.0'2 L = 3691.9'SR43 **PLAN** SCALE 1" = 40'

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT

FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION

ALIGNMENT K1

CROSS CREEK VIADUCT

PLAN AND ELEVATION

HSR 06-0003

SV2111

AS SHOWN

12 OF 14

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

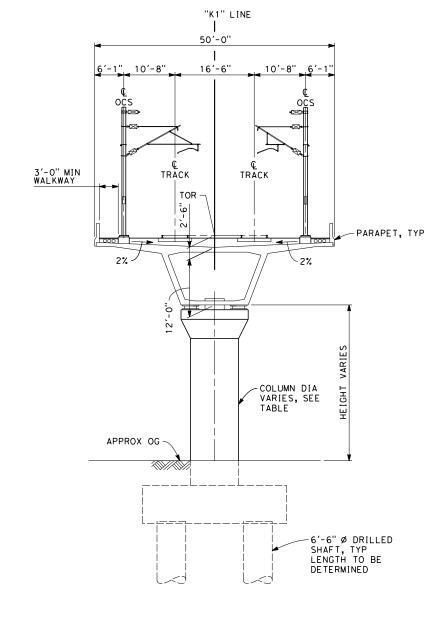
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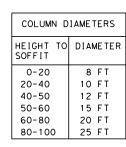
DESIGN SUBMISSION

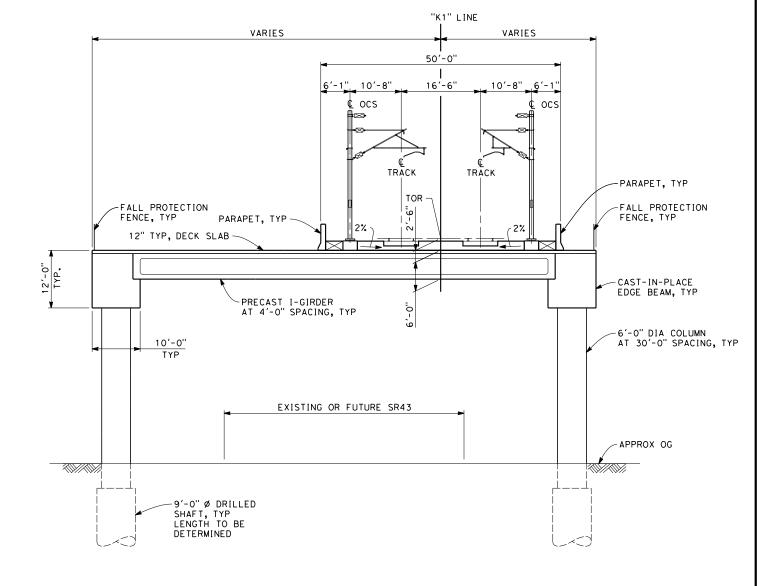
NOT FOR

CONSTRUCTION

URS HMM ARUP







SECTION A

SCALE: 1"=10'

STA. 2404+33 THROUGH 2449+94 STA. 2453+51 THROUGH 2497+53 STA. 2502+18 THROUGH 2505+78

SECTION B

SCALE: 1"=10'

STA. 2497+53 THROUGH 2499+50 STA. 2501+00 THROUGH 2502+18

REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	1
\vdash						IN CHARGE R. COFFIN	ا
-						CHECKED BY A. ARMSTRONG	
_						DRAWN BY F. PALERMO	DES
						DESIGNED BY M. FISHER	

RECORD SET 15%
ESIGN SUBMISSION
NOT FOR
CONSTRUCTION

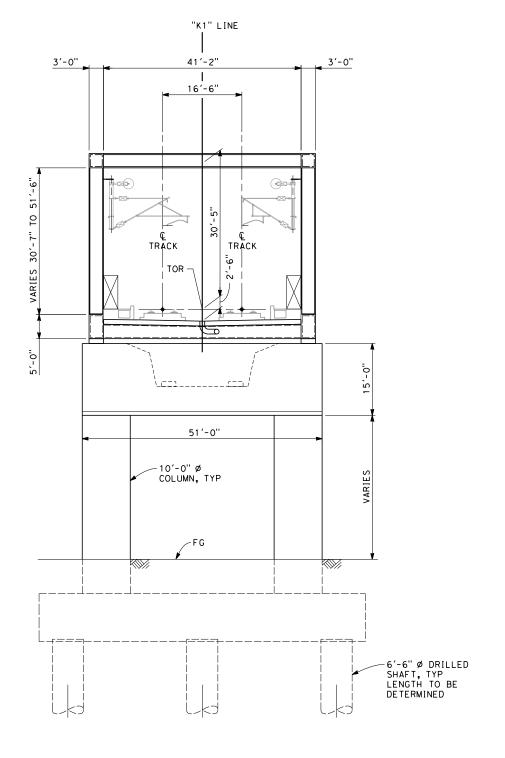


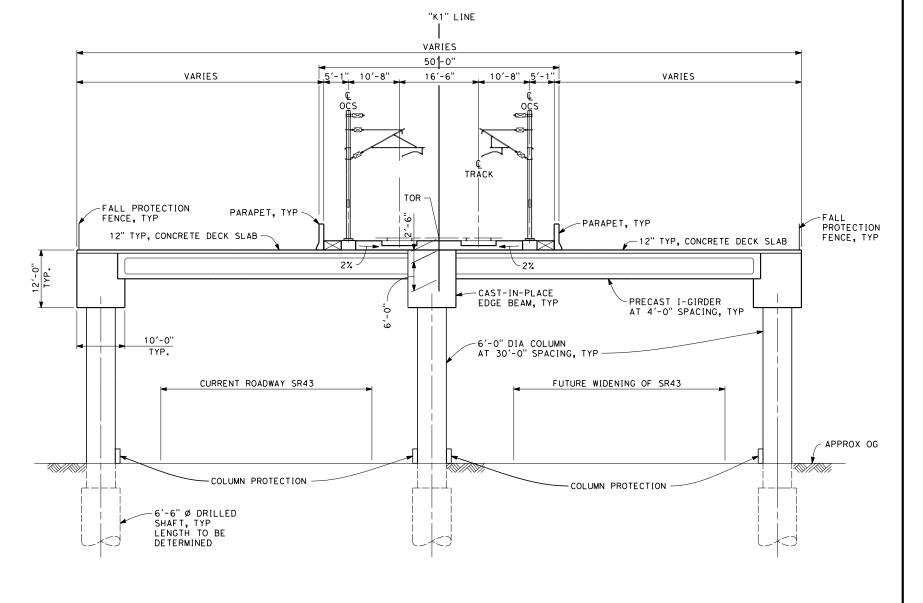


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT TYPICAL SECTIONS

•	CONTRACT NO. HSR 06-0003						
	DRAWING NO. SV2112						
	SCALE AS SHOWN						
	SHEET NO. 13 of 14						





SECTION C SCALE: 1"=10'

STA, 2449+94 THROUGH 2453+51

SECTION D

SCALE: 1"=10'

STA. 2499+50 THROUGH 2501+00

12								
12/							DESIGNED BY M. FISHER	
ton+							DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
+							CHECKED BY	-
ine.Hu							IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
Nad	REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

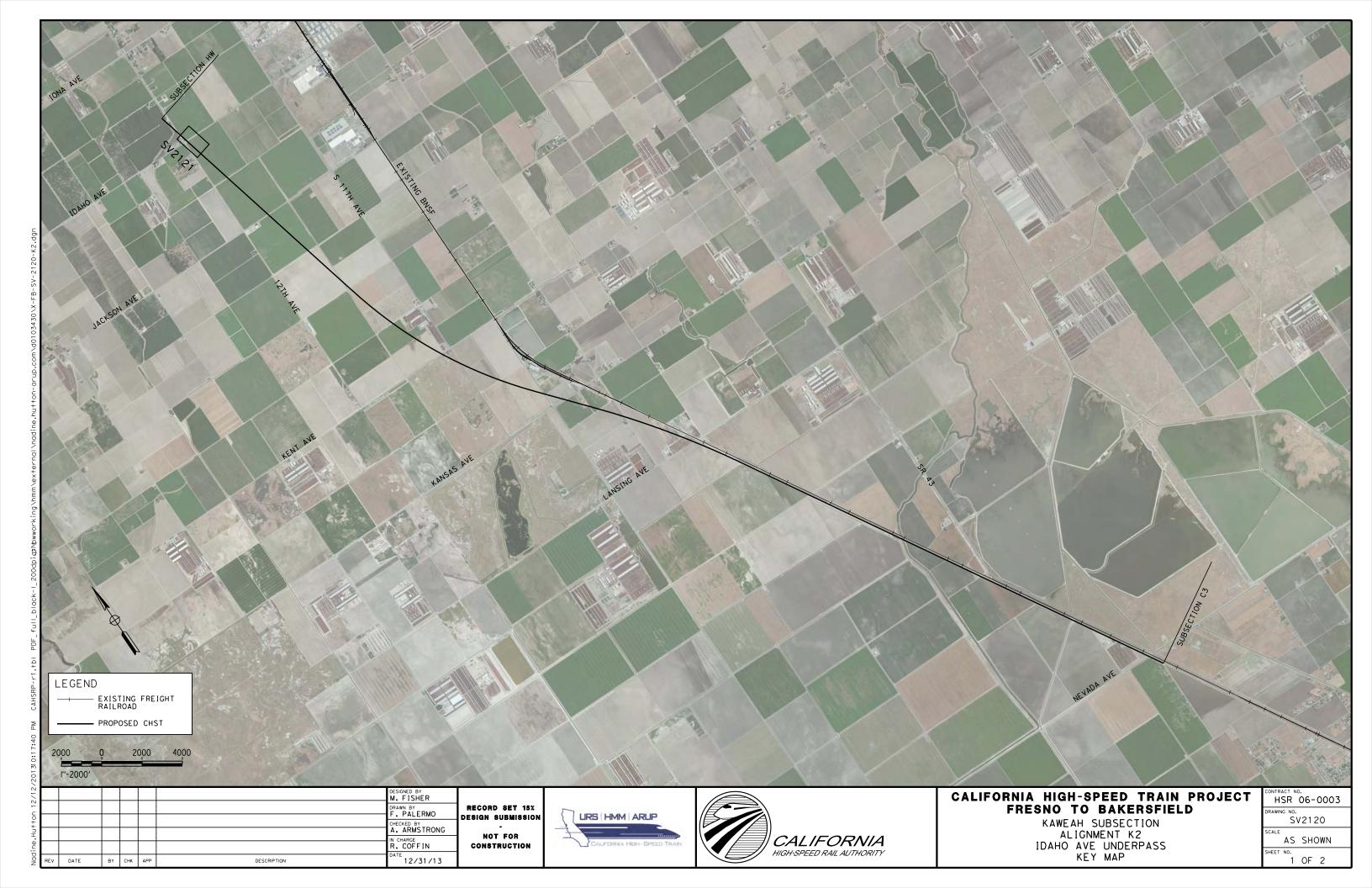
URS HMM ARUP

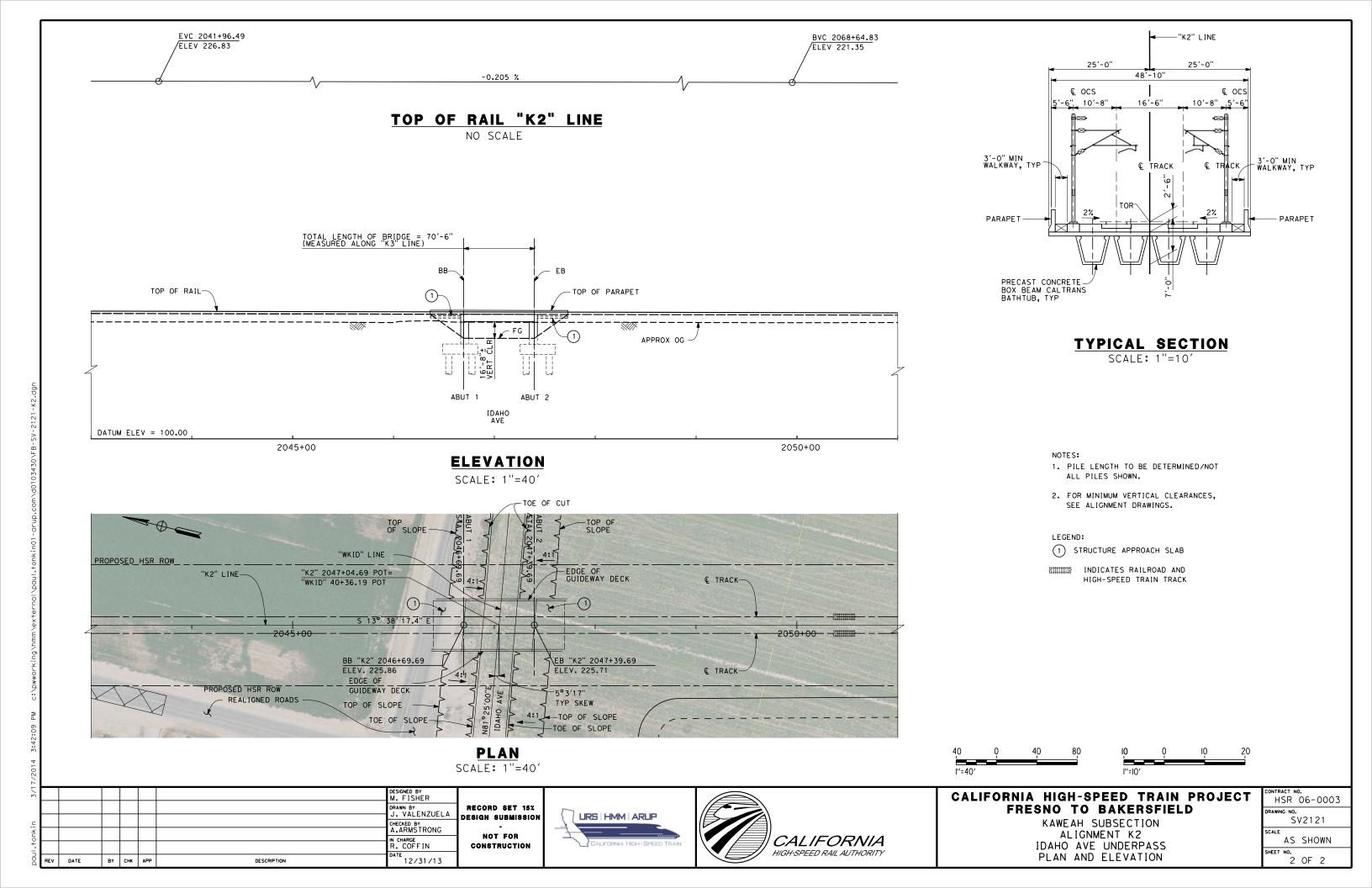


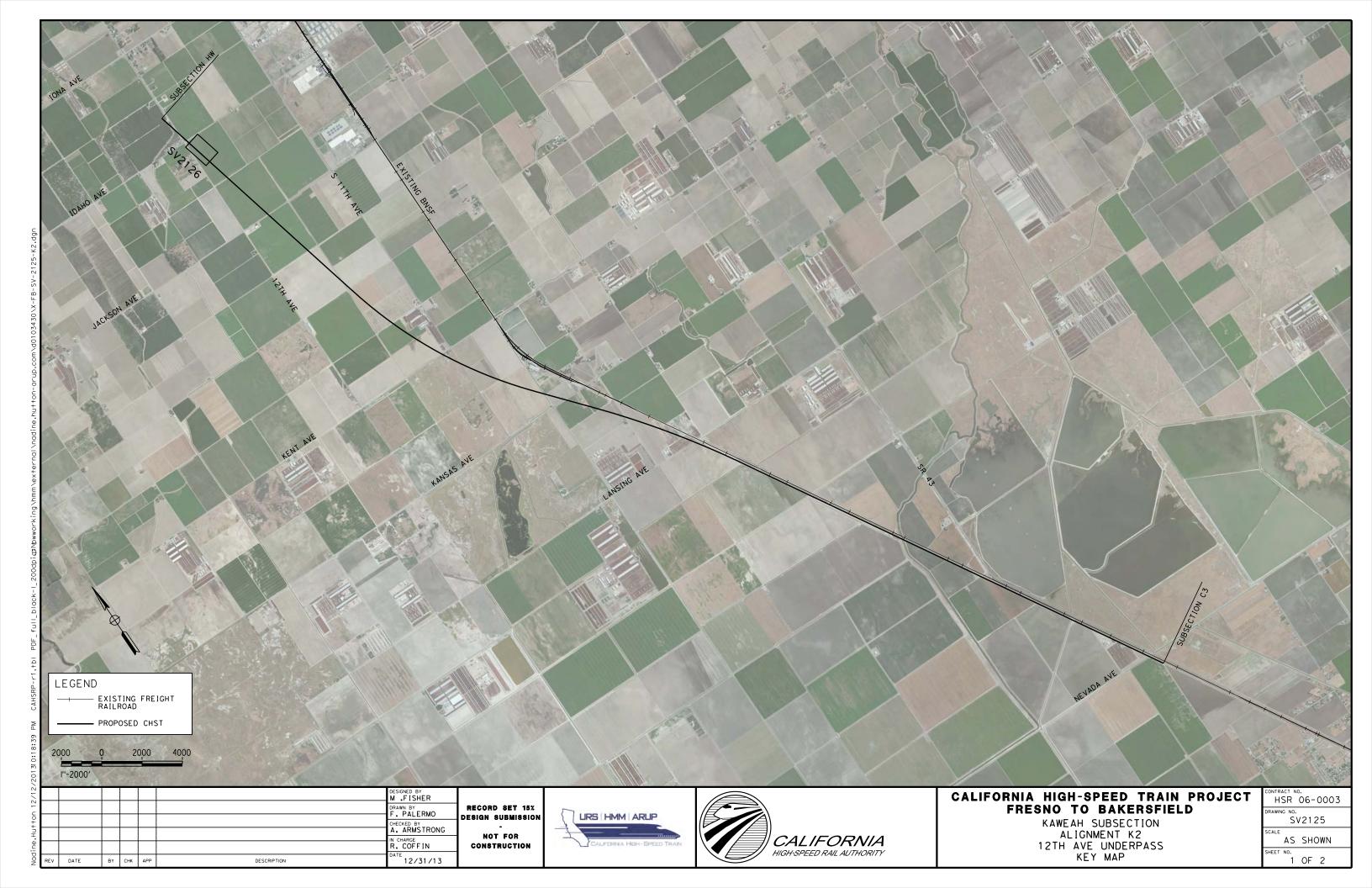
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

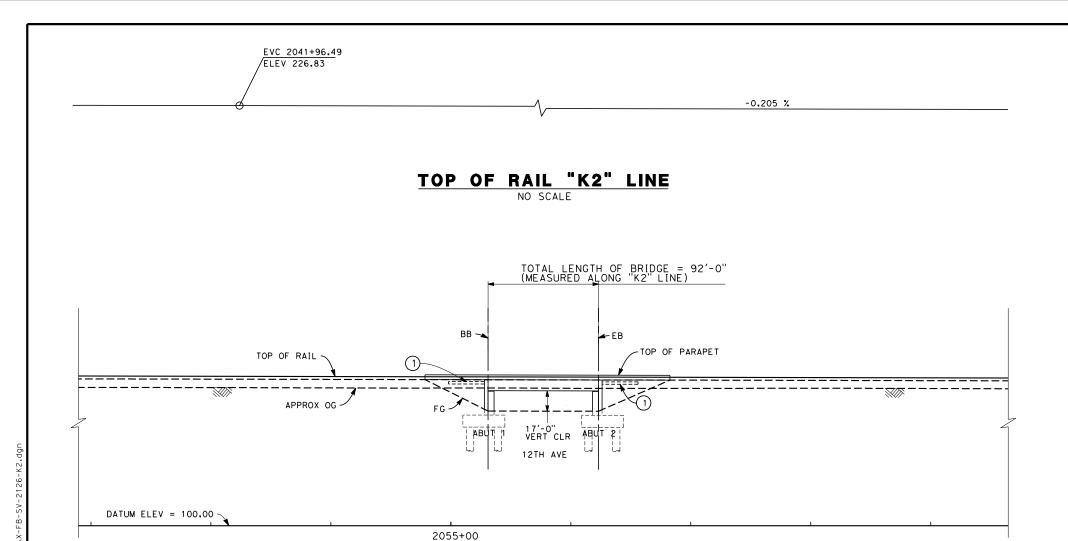
KAWEAH SUBSECTION ALIGNMENT K1 CROSS CREEK VIADUCT TYPICAL SECTIONS

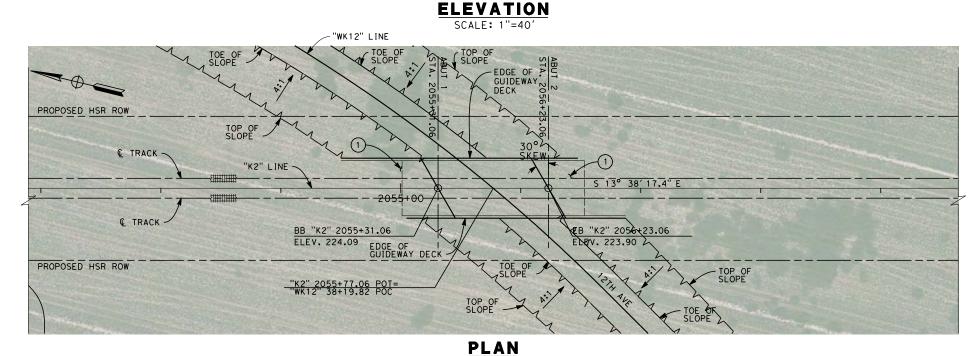
CONTRACT NO.						
HSR 06-0003						
DRAWING NO.						
SV2113						
SCALE						
AS SHOWN						
SHEET NO.						
14 OF 14						











SCALE: 1"=40'

"K2" LINE 25'-0" 25'-0" 6'-1" 10'-8" 16'-6" 10'-8" __6'-1 ₫ ocs d ocs ∞₽ 3'-0" MIN WALKWAY, TYP 3'-0" MIN WALKWAY, TYP TRACK PARAPET -- PARAPET PRECAST CONCRETE "BATHTUB" GIRDER, CALTRANS SERIES OR SIMILAR

TYPICAL SECTION

SCALE: 1"=10'

NOTES:

- 1. PILE LENGTH TO BE DETERMINED/NOT ALL PILES SHOWN.
- 2. FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.

LEGEND:

1) STRUCTURE APPROACH SLAB

INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK





						DESIGNED BY M. FISHER DRAWN BY J. VALENZUELA CHECKED BY A. ARMSTRONG	RECORD SET 15% Design Submission -
						IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	



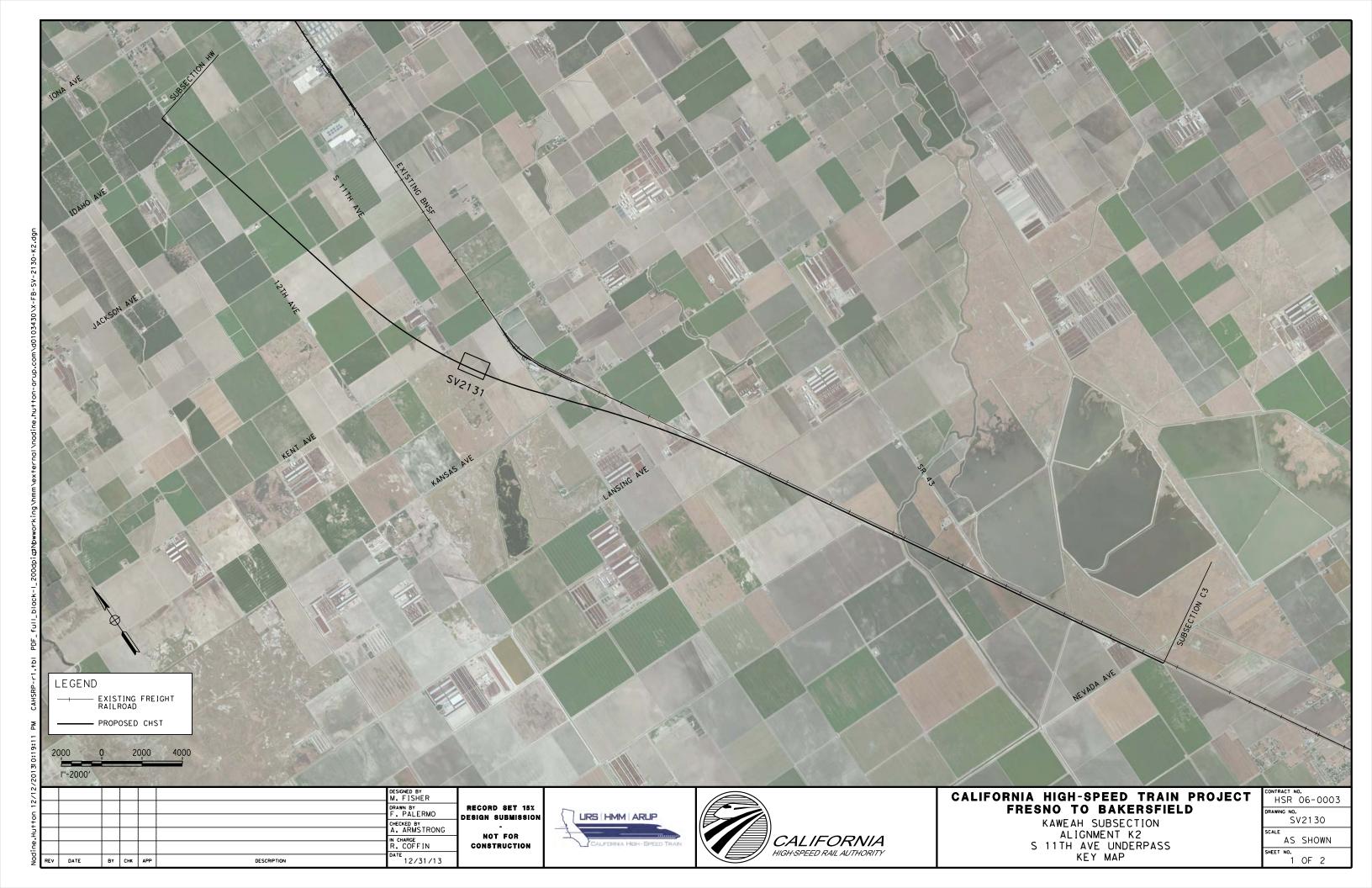


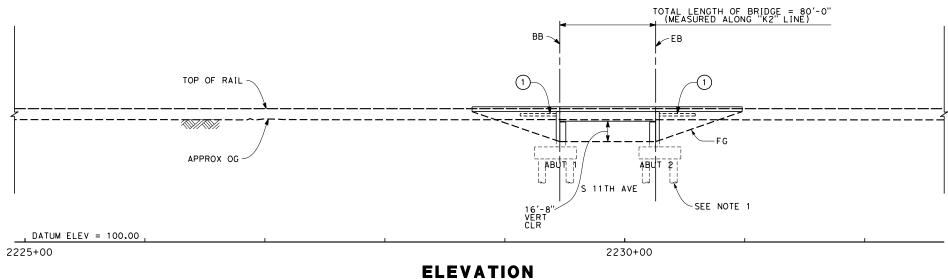
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 12TH AVE UNDERPASS PLAN AND ELEVATION

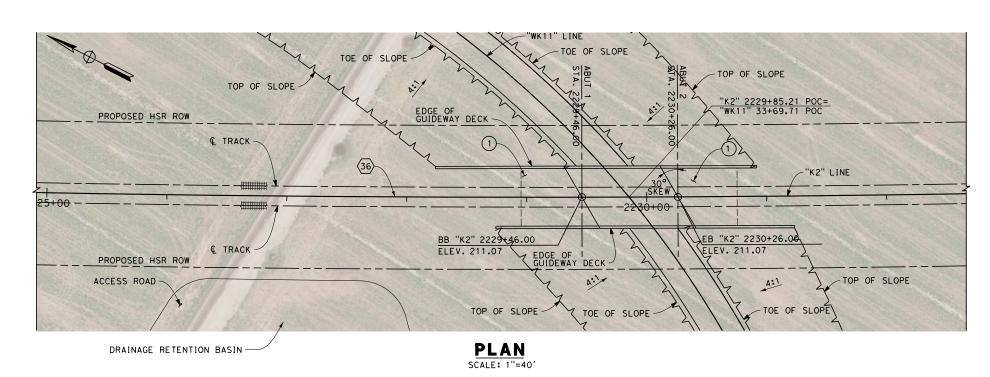
HSR 06-0003
DRAWING NO. SV2126
SCALE A.C. CLIOWN

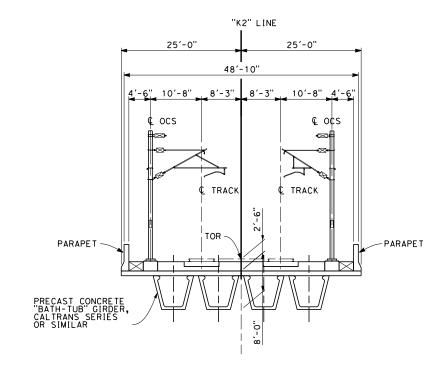
AS SHOWN SHEET NO. 2 OF 2





SCALE: 1"=40'





TYPICAL SECTION

SCALE: 1"=10'

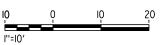
CURVE DATA **(36)**

- 1. PILE LENGTH TO BE DETERMINED/NOT ALL PILES SHOWN.
- 2. FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.

LEGEND:

1) STRUCTURE APPROACH SLAB





ğ	REV	DATE	BY	СНК	APP
ine					
Nadine.Hutton					
++0					
_					
12,					

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR N CHARGE R. COFFIN CONSTRUCTION 12/31/13 DESCRIPTION

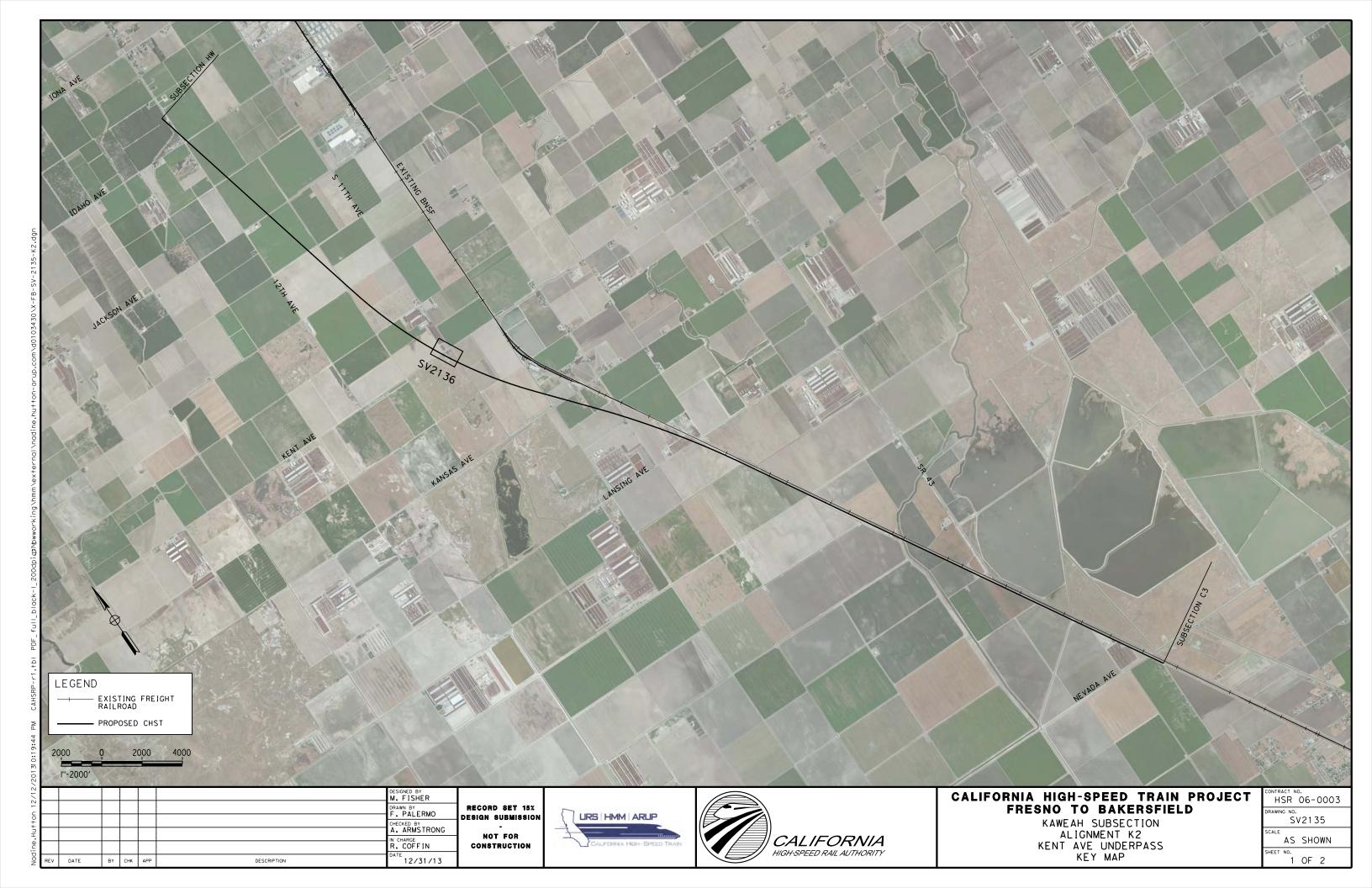




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 S 11TH AVE UNDERPASS PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO. SV2131
SCALE AS SHOWN



SCALE: 1"=40'



SCALE: 1"=40'

NOT FOR

M. FISHER DRAWN BY
J. VALENZUELA RECORD SET 15% DESIGN SUBMISSION HECKED BY CHARGE COFFIN CONSTRUCTION 12/31/13 DESCRIPTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 KENT AVE UNDERPASS PLAN AND ELEVATION HSR 06-0003 SV2136 AS SHOWN

2 OF 2

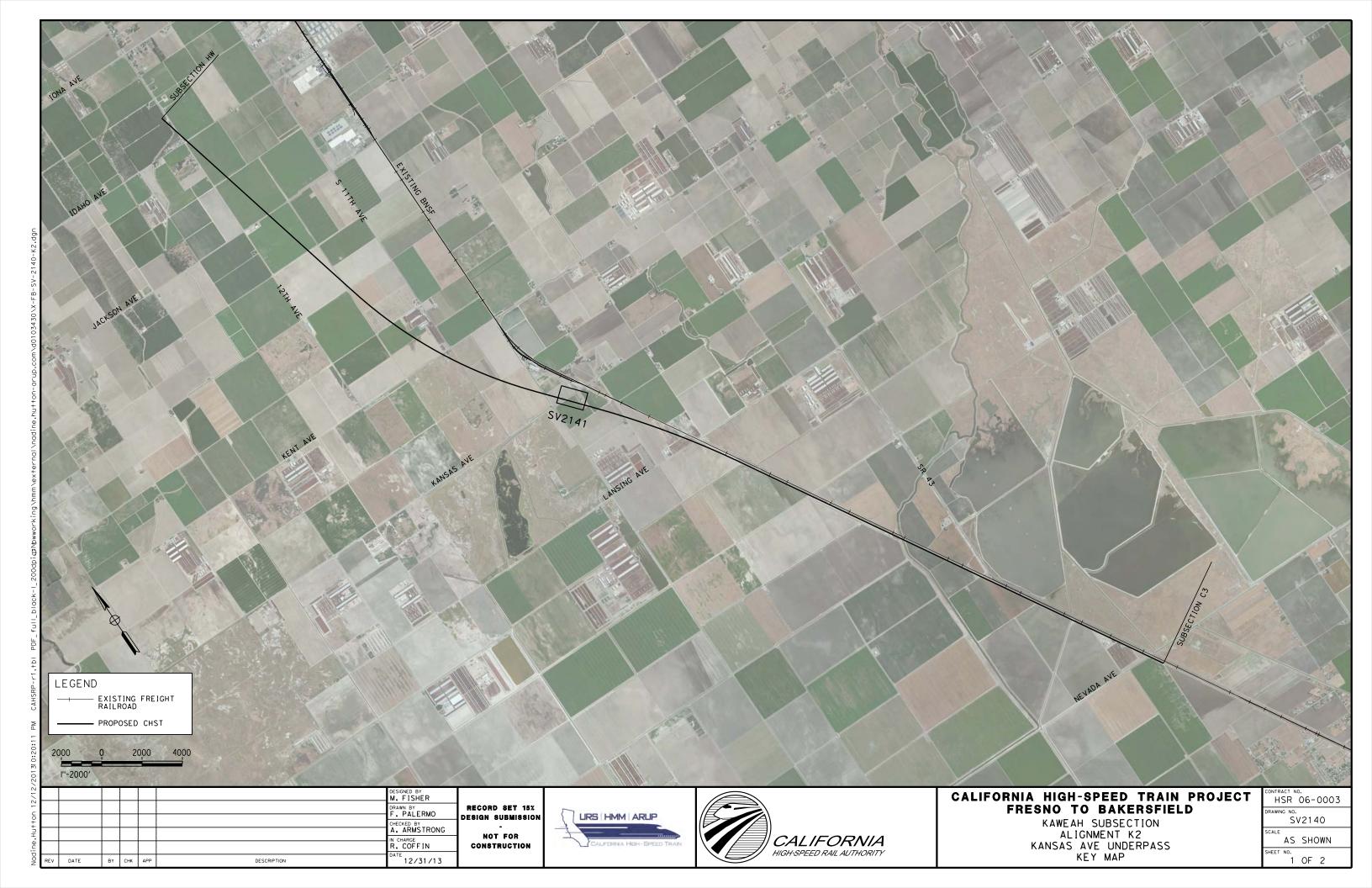
3'-0" MIN WALKWAY, TYP

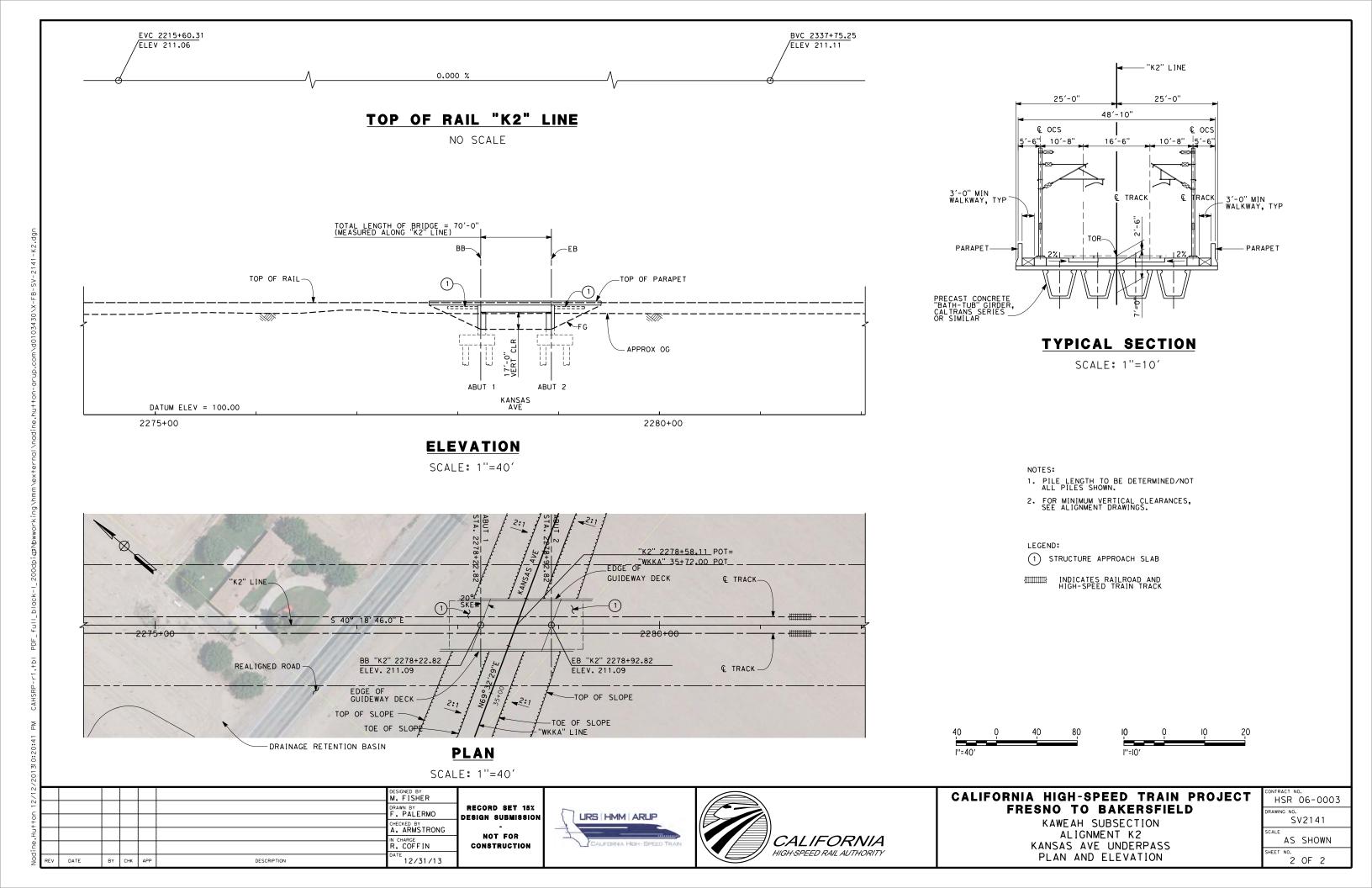
-PARAPET

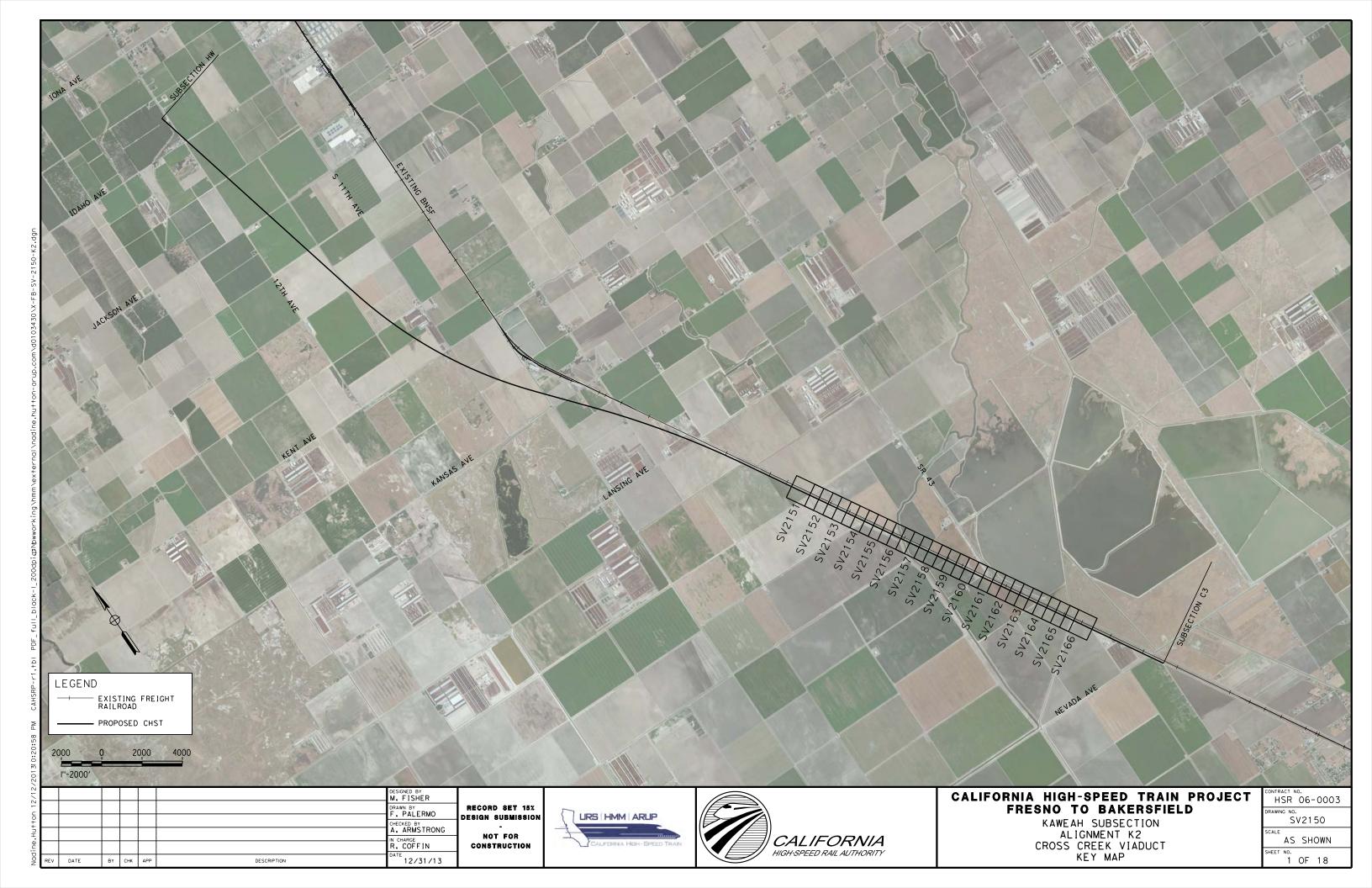
- 1. PILE LENGTH TO BE DETERMINED/NOT ALL PILES SHOWN.
- FOR MINIMUM VERTICAL CLEARANCES, SEE ALIGNMENT DRAWINGS.

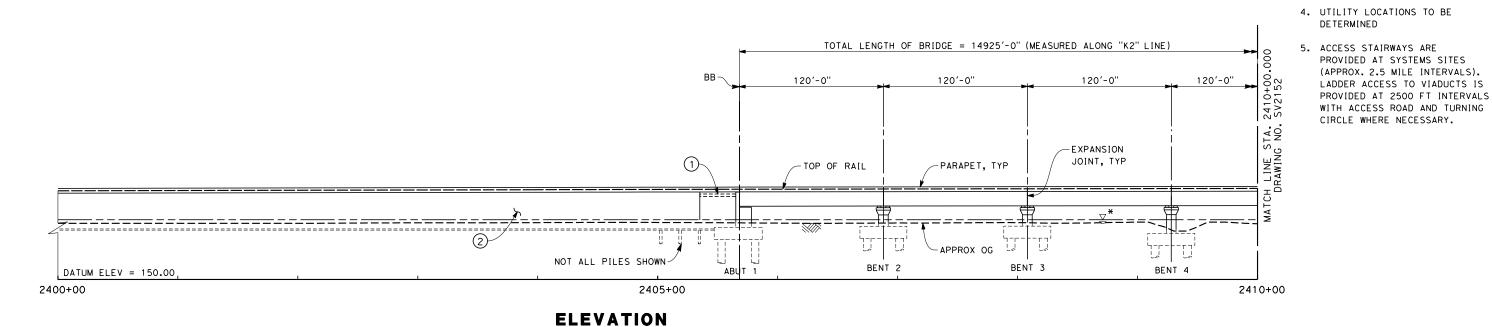
LEGEND:

- 1) STRUCTURE APPROACH SLAB
- INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK









LEGEND:

<u>NOTES</u>

NOT ALL PILES SHOWN
 PILE LENGTH TO BE

3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST

ELEVATED SLABS - PC BEAM AND

- INSITU, SLID

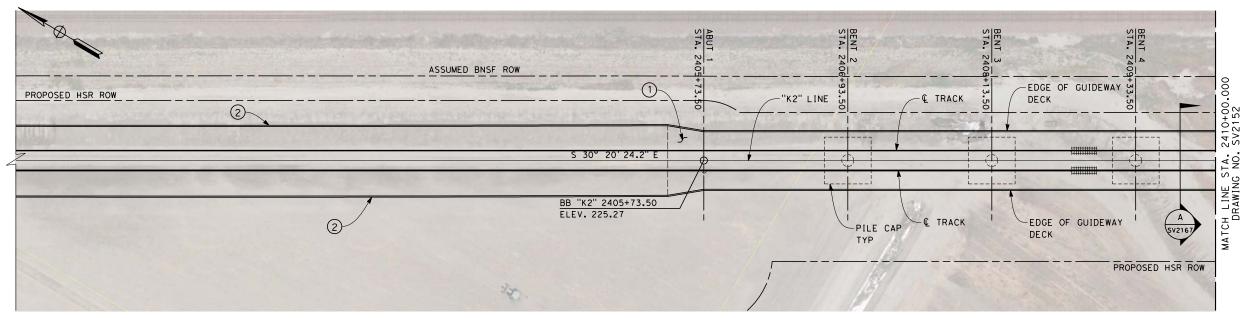
OR LAUNCHED

INSITU SLAB

DETERMINED

STEEL TRUSS

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



PLAN SCALE 1" = 40'

SCALE 1" = 40'

VA

CALIFORNIA HIGH-SPEED TRAIN PROJECT

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

CT	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2151
	SCALE AS SHOWN

2 OF 18

SHEET NO.

Nodine.Hu+ton 12/12/2013 10:21:51

DATE

BY CHK APP

DESCRIPTION

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

N CHARGE R. COFFIN

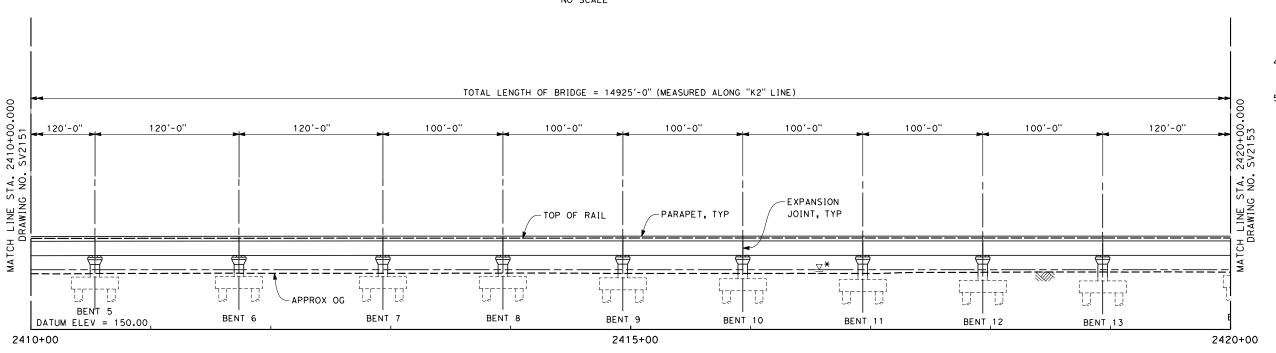
CHECKED BY
A. ARMSTRONG

12/31/13





EVC 2415+95.38 <u>NOTES</u> ELEV 226.26 1. NOT ALL PILES SHOWN 1200' VC 0.000 % R/C = -0.019% /STATOP OF RAIL "K2" LINE STEEL TRUSS

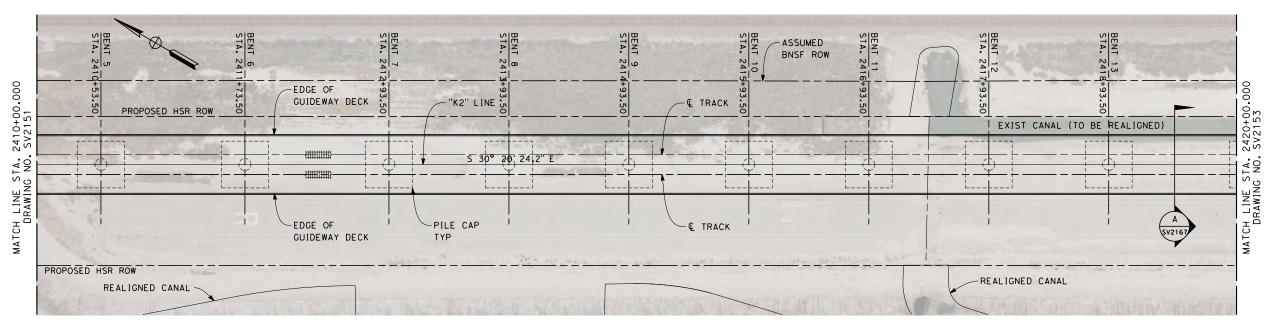


2. PILE LENGTH TO BE

- DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1'' = 40'

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13



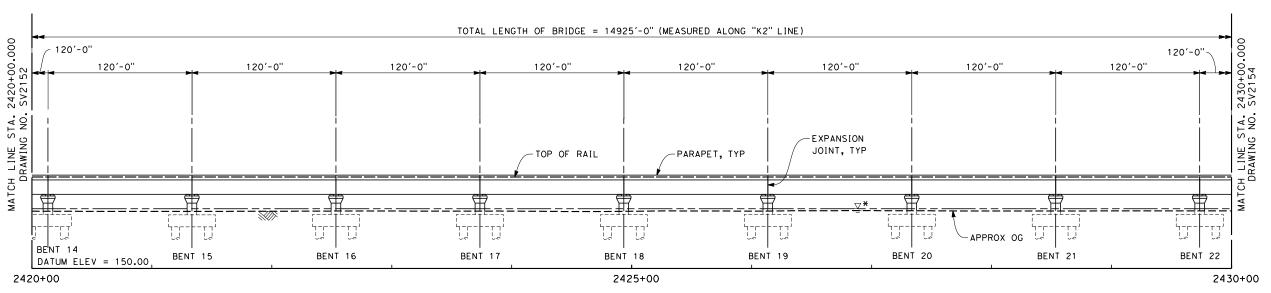


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

•	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2152
	SCALE
	AS SHOWN

TOP OF RAIL "K2" LINE



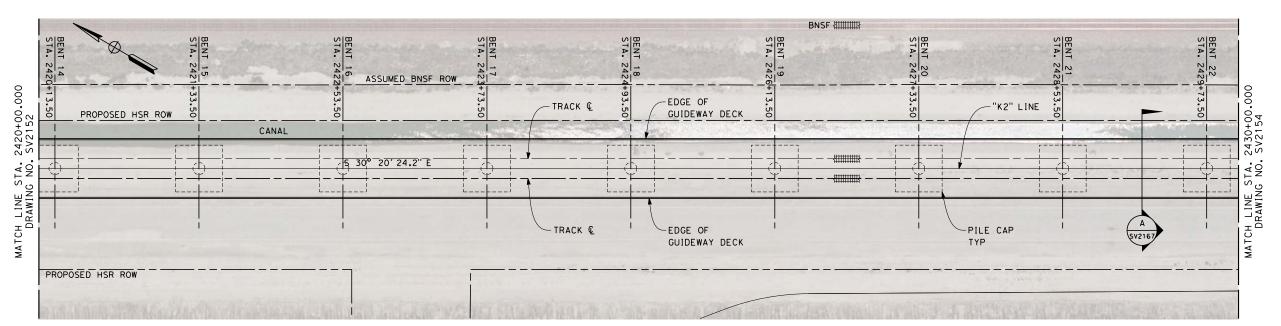
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
- INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJEC

FRESNO TO BAKERSFIELD KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2153
	SCALE AS SHOWN

4 OF 18

SHEET NO.

						DESIGNED BY M. FISHER	
						DRAWN BY	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						A. ARMSTRONG IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
ΕV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	





PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECTION

KAWEAH SUBSECTION
ALIGNMENT K2
CROSS CREEK VIADUCT
PLAN AND ELEVATION

CT	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2154
	SCALE AS SHOWN
	CHEET NO

5 OF 18

DESIGNED BY
M. FISHER

DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN

CONSTRUCTION

DESCRIPTION

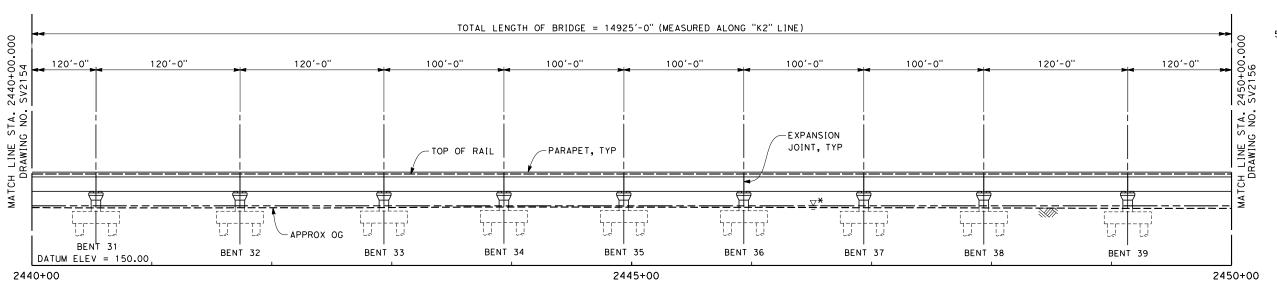
DATE

BY CHK APP

12/31/13







<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

BNSF {||||||||||||| BENT 33 STA. 244 BENT 35 STA. 244 BENT 36 STA. 244 BENT 37 STA. 244 BENT 38 STA. 244 ASSUMED BNSF ROW -EDGE OF GUIDEWAY DECK 'K2" LINE PROPOSED HSR ROW S 30° 20′ 24.2" E 5 30° 20′ 24.2" E MATCH LINE STA. DRAWING NO. A SV2167 EDGE OF PILE CAP GUIDEWAY DECK TYP PROPOSED HSR ROW -REALIGNED CANAL

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

REV	DATE	ВΥ	СНК	APP	IN CHARGE R. COFFIN DATE 12/31/13	NOT FOR CONSTRUCTION
					CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION -
					DRAWN BY	RECORD SET 15%
					DESIGNED BY M. FISHER	



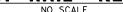


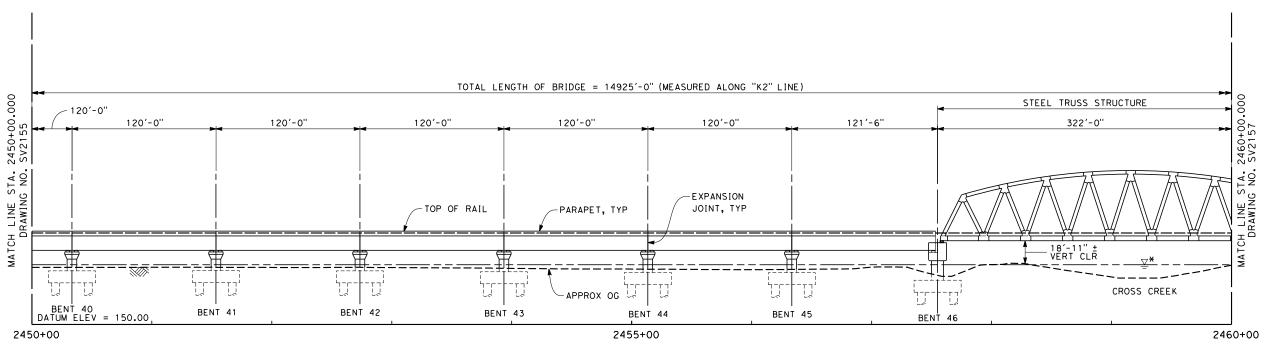
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

Г	CONTRACT NO. HSR 06-0003
-	1131 00 0003
	DRAWING NO.
	SV2155
	SCALE
	AS SHOWN
	CUEET NO

TOP OF RAIL "K2" LINE





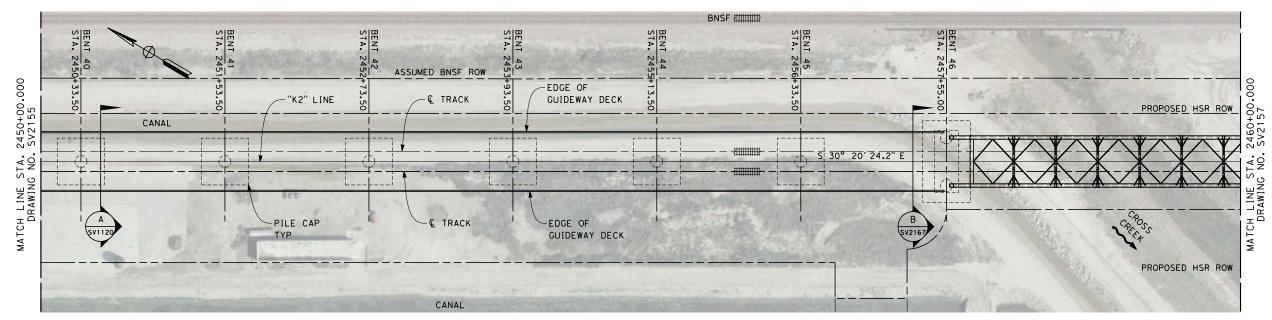
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1'' = 40'

> **CALIFORNIA** HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

ALIGNMENT K2 PLAN AND ELEVATION

40	Q	40	80
l''=40′			

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION 12/31/13 DATE BY CHK APP DESCRIPTION





HSR 06-0003 SV2156 AS SHOWN

<u>NOTES</u> 1. NOT ALL PILES SHOWN EVC 2415+95.38 ELEV 226.26 2. PILE LENGTH TO BE DETERMINED 0.000 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K2" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE DETERMINED TOTAL LENGTH OF BRIDGE = 14925'-0" (MEASURED ALONG "K2" LINE) 5. ACCESS STAIRWAYS ARE STEEL TRUSS STRUCTURE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). 322'-0" 121'-6" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. CH LINE STA. DRAWING NO. -EXPANSION JOINT, TYP PARAPET, TYP TOP OF RAIL 17'-6'4" VERT CL BENT 47 BENT 48 BENT 51 BENT 53 BENT 54 BENT 49 BENT 50 BENT 52 DATUM ELEV = 150.00 2460+00 2465+00 2470+00 **ELEVATION** SCALE 1" = 40' LEGEND: BNSF ##### 1) STRUCTURE APPROACH SLAB STA. BENT STA. 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ASSUMED BNSF ROW ELEVATION, SEE "FRESNO TO -EDGE OF BAKERSFIELD CORRIDOR GUIDEWAY DECK "K2" LINE - C TRACK PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". S 30° 20′ 24.2" . 8₹ MATCH LINE ST DRAWING N - C TRACK -EDGE OF -PILE CAP GUIDEWAY DECK TYP PROPOSED HSR ROW **PLAN** SCALE 1'' = 40'DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2157 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K2 NOT FOR CHARGE **CALIFORNIA** AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION

12/31/13

DATE

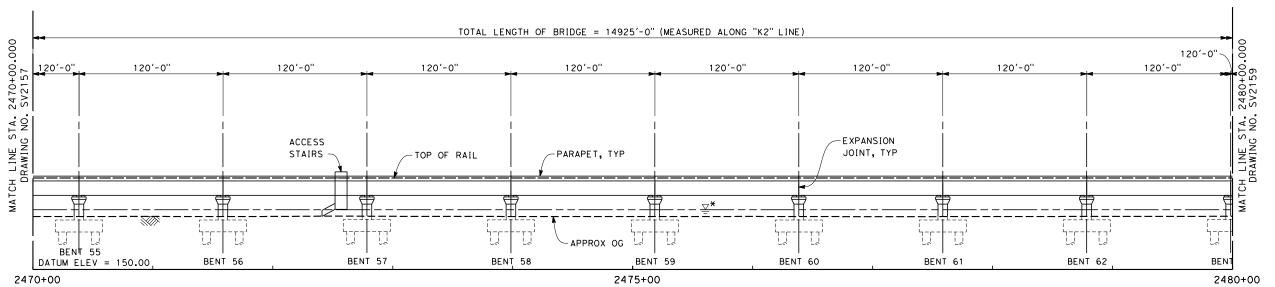
BY CHK APP

DESCRIPTION

HIGH-SPEED RAIL AUTHORITY

PLAN AND ELEVATION

TOP OF RAIL "K2" LINE



<u>NOTES</u>

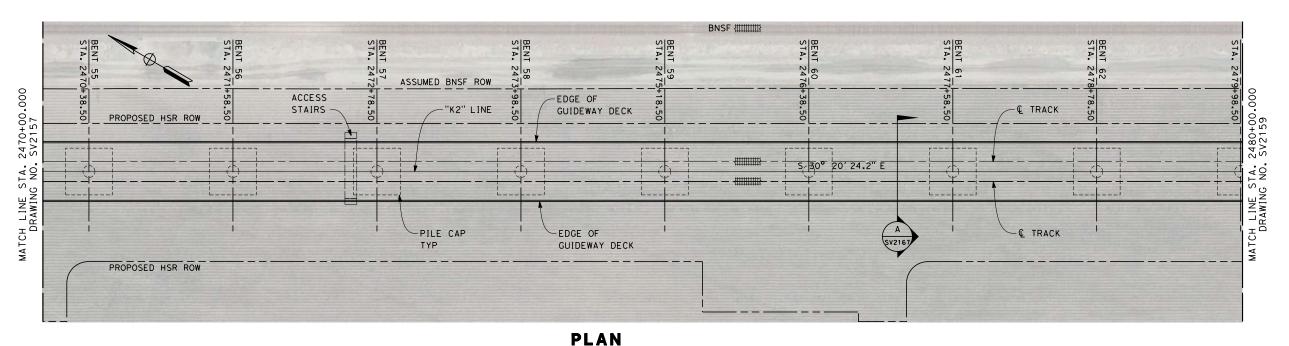
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

URS HMM ARUP

SCALE 1'' = 40'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2158
	*
	AS SHOWN

9 OF 18

SHEET NO.

DATE BY CHK APP

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

DESIGNED BY M. FISHER

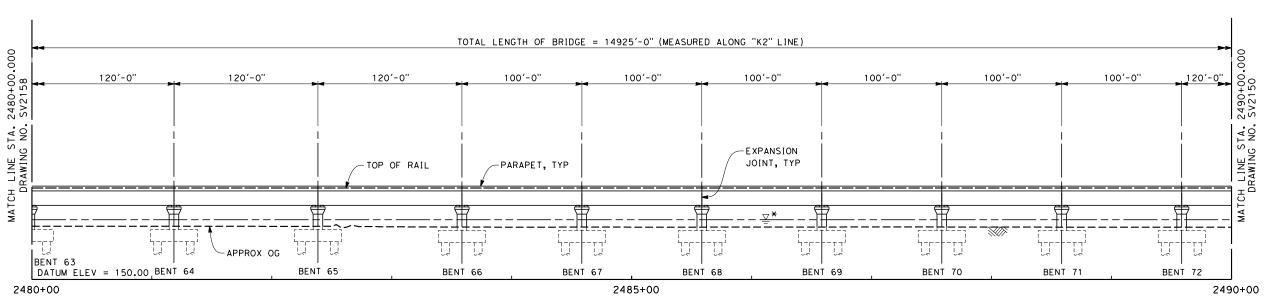
DRAWN BY F. PALERMO

CHARGE

DESCRIPTION

CHECKED BY
A. ARMSTRONG

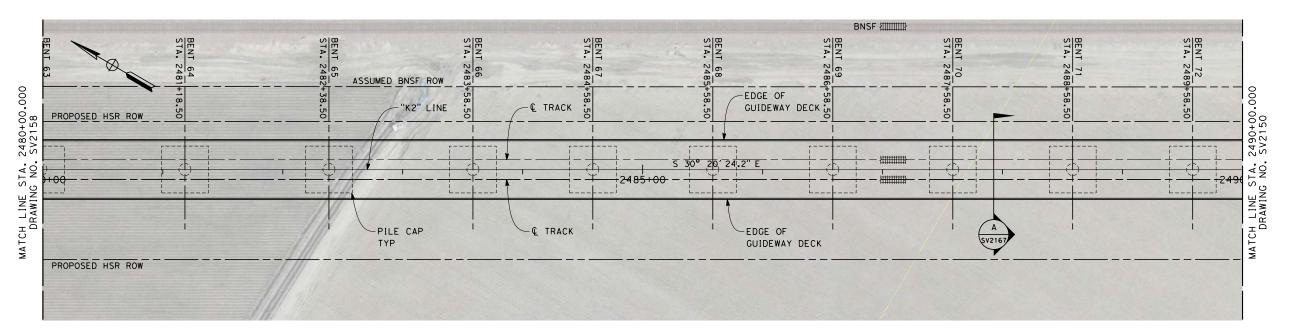
12/31/13



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND
 - INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECT

40	Q	40	80
l''=40'			

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION
						IN CHARGE R. COFFIN	NOT FOR Construction
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

URS HMM ARUP

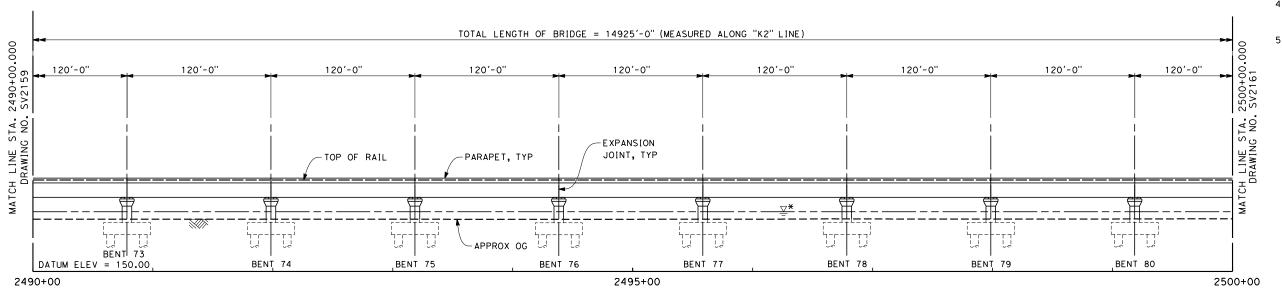


FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

-	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2159
	SCALE
	AS SHOWN
	A





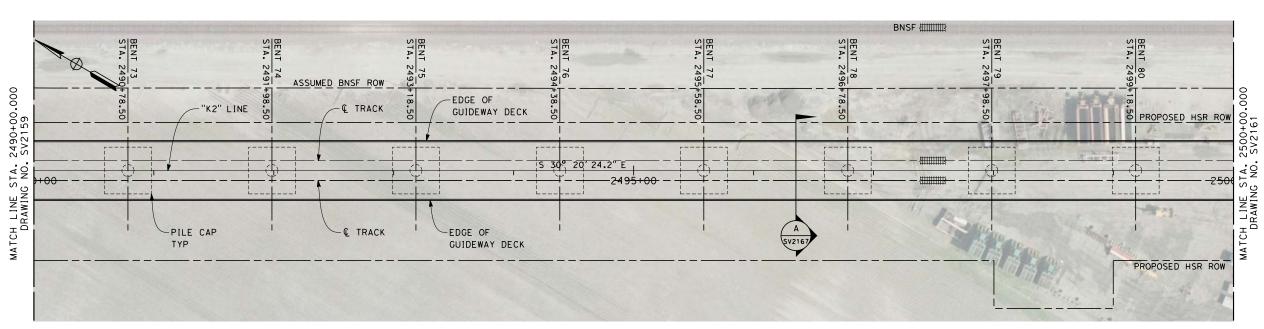
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJI FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

ECT	CONTRACT NO. HSR 06-000
	DRAWING NO.

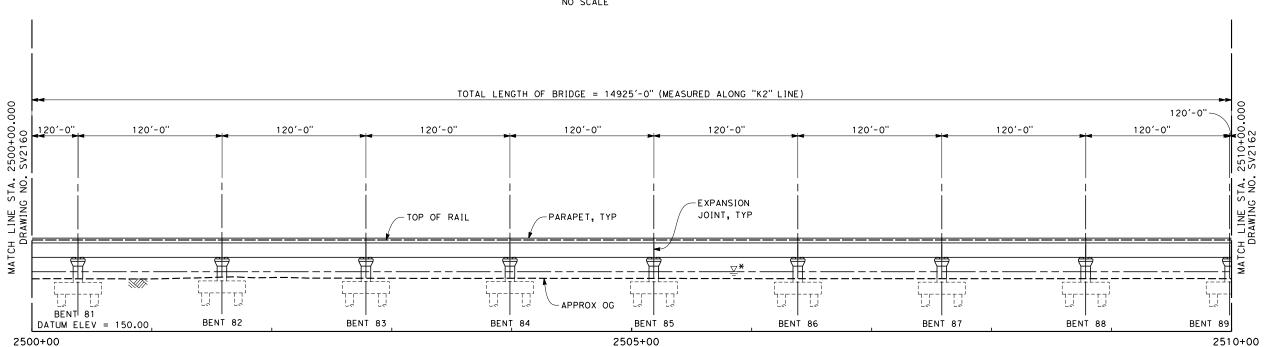
SV2160 AS SHOWN 11 OF 18

						DESIGNED BY M. FISHER	
						DRAWN BY	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						A. ARMSTRONG IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
Eν	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	





TOP OF RAIL "K2" LINE



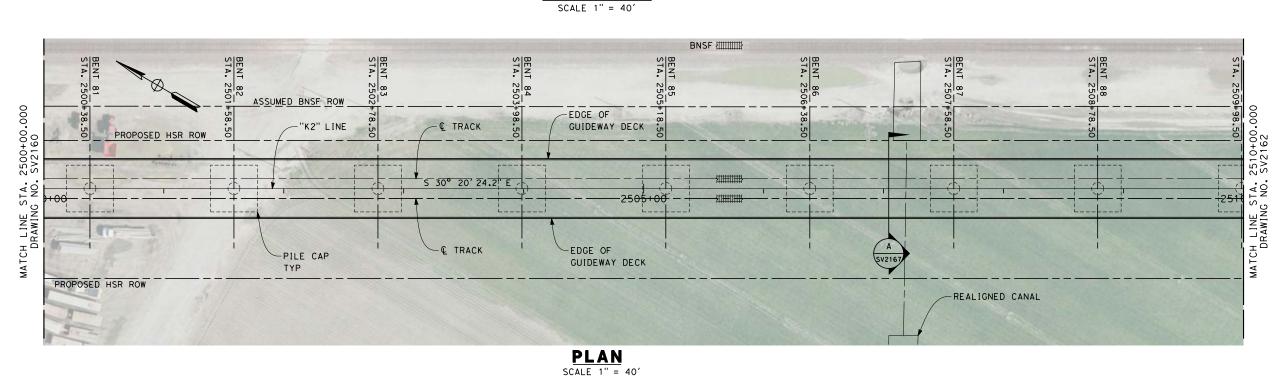
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

		DESIGNED BY M. FISHER	
		DRAWN BY	RECORD SET 15%
		CHECKED BY	DESIGN SUBMISSION
		IN CHARGE R. COFFIN	NOT FOR Construction

DESCRIPTION

DATE

BY CHK APP



12/31/13



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2161
	SCALE AS SHOWN
	CHEET NO

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR

CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13



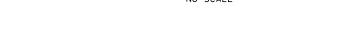
PLAN SCALE 1" = 40'

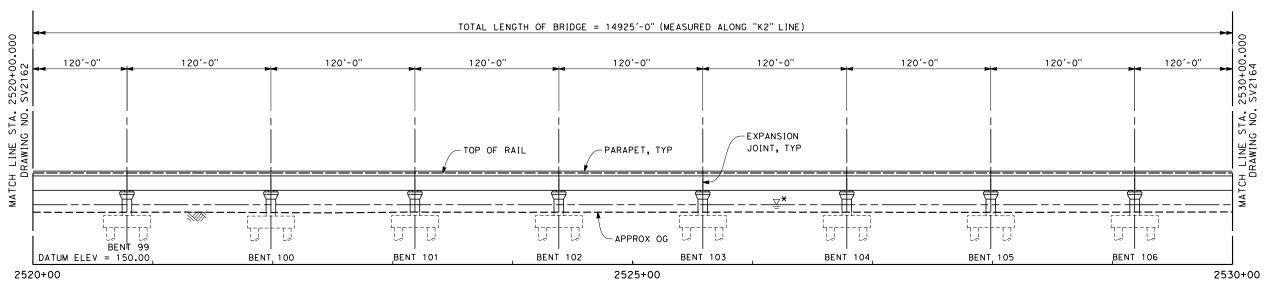


CALIFORNIA HIGH-SPEED TRAIN PROJEC FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K2
CROSS CREEK VIADUCT
PLAN AND ELEVATION

СТ	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2162
	SCALE AS SHOWN
	CUEET NO





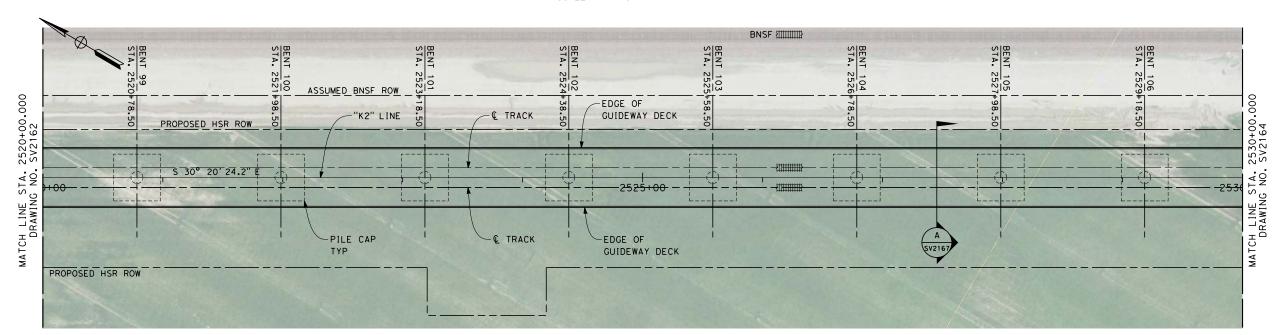
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

_	CONTRACT NO.	
•	HSR 06-	0003
	DRAWING NO.	
	SV216	3
	SCALE	

AS SHOWN

14 OF 18

DATE

BY CHK APP

DESCRIPTION

DESIGN SUBMISSION

RECORD SET 15%

NOT FOR

CONSTRUCTION

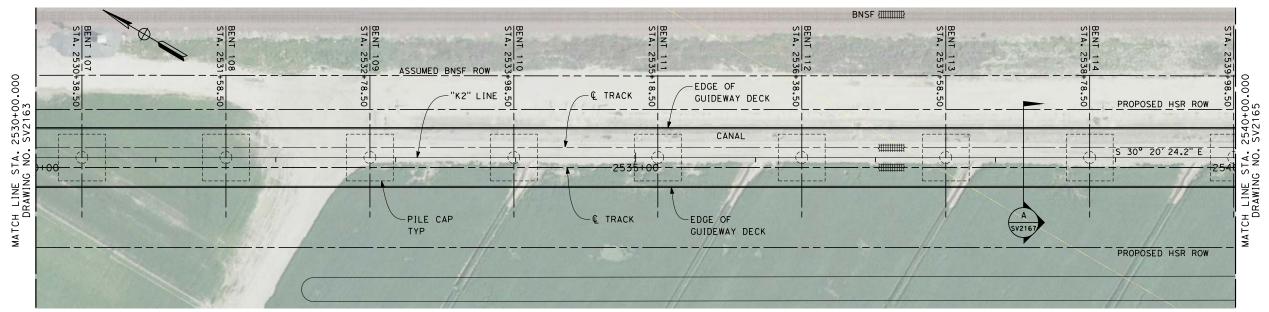
DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13



- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

T	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2164
	SCALE AS SHOWN
	CHEET NO

<u>NOTES</u> BVC 2545+70.38 1. NOT ALL PILES SHOWN ELEV 226.26 2. PILE LENGTH TO BE DETERMINED 0.000 % 1400' VC 3. SUPERSTRUCTURE CONSTRUCTION, UON R/C = -0.038% / STASIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K2" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE DETERMINED TOTAL LENGTH OF BRIDGE = 14925'-0" (MEASURED ALONG "K2" LINE) 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 100'-0" 100'-0" LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. CH LINE STA. DRAWING NO. -EXPANSION JOINT, TYP TOP OF RAIL -PARAPET, TYP - APPROX OG BENT 115 DATUM ELEV = 150.00 BENT 116 BENT 117 **BENT 118** BENT 119 **BENT 120 BENT 121** BENT 122 **BENT 123** 2540+00 2545+00 2550+00 **ELEVATION** SCALE 1" = 40' LEGEND: BNSF { 1) STRUCTURE APPROACH SLAB BENT 122 STA. 2548+38. BENT 123 STA. 2549+38. BENT 116 STA. 2541 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ASSUMED BNSF ROW ELEVATION, SEE "FRESNO TO -EDGE OF BAKERSFIELD CORRIDOR GUIDEWAY DECK "K2" LINE - E TRACK HYDROLOGY, HYDRAULICS AND PROPOSED HSR ROW DRAINAGE 15% DRAFT REPORT". S 30° 20' 24.2" E - C TRACK -EDGE OF -PILE CAP GUIDEWAY DECK TYP PROPOSED HSR ROW **PLAN** SCALE 1'' = 40'

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

URS HMM ARUP

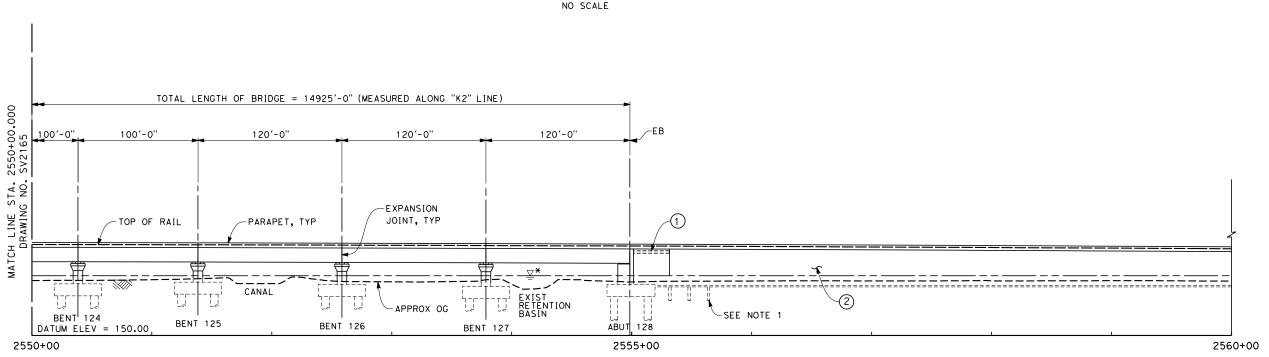
CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K2
CROSS CREEK VIADUCT
PLAN AND ELEVATION

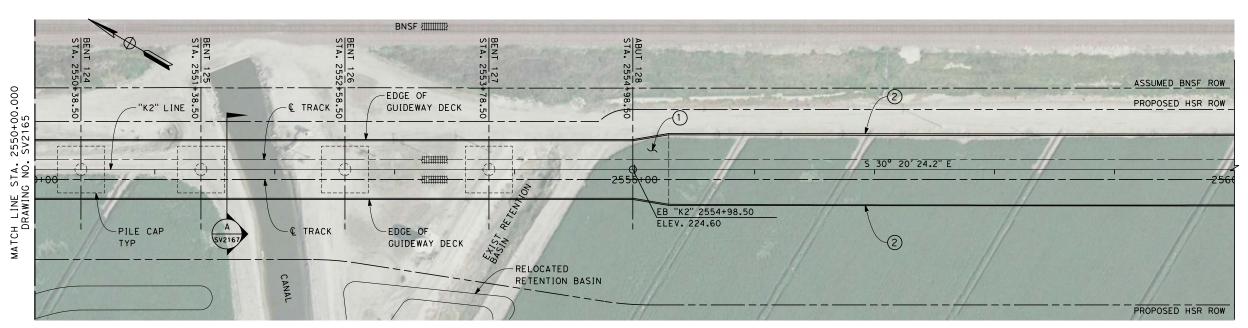
CONTRACT NO,
HSR 06-0003

DRAWING NO.
SV2165

SCALE
AS SHOWN
SHEET NO.
16 OF 18



ELEVATION SCALE 1" = 40'



LEGEND:

N<u>OTES</u>

1. NOT ALL PILES SHOWN

3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST

ELEVATED SLABS - PC BEAM AND

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

2. PILE LENGTH TO BE

DETERMINED

STEEL TRUSS

DETERMINED

4. UTILITY LOCATIONS TO BE

5. ACCESS STAIRWAYS ARE

PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS).

LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

		DESIGNED BY M. FISHER	
		DRAWN BY	RECORD SET 15%
		CHECKED BY	DESIGN SUBMISSION
		IN CHARGE R. COFFIN	NOT FOR Construction

DESCRIPTION

DATE

BY CHK APP



PLAN SCALE 1" = 40'

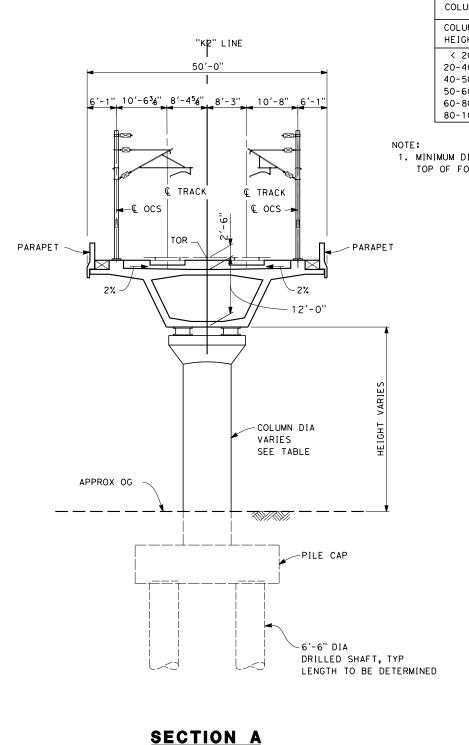
12/31/13



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K2 CROSS CREEK VIADUCT PLAN AND ELEVATION

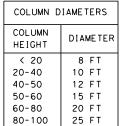
T	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2166
	SCALE AS SHOWN
	SHEET NO. 17 OF 18



SCALE: 1" = 10'

STA 2405+74 THROUGH 2457+55

STA 2460+77 THROUGH 2554+99



1. MINIMUM DIMENSION FROM SOFFIT TO TOP OF FOUNDATION SHALL BE 16'.

VARIES 30'-7" TO 51'-

PILE CAP

SECTION B
SCALE: 1" = 10'

STA 2457+55 THROUGH 2460+77

41'-2"

16'-6"

€ TRACK

/c=;____

50'-0"

-COLUMN DIA VARIES

SEE TABLE

APPROX OG

NIM

L TRACK

SECTION B-B

10 0 10 20

- VIADUCT

- BEARING

DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE BY CHK APP DESCRIPTION DESCRIPTION

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION





6'-6" DRILLED SHAFT, TYP -LENGTH TO BE DETERMINED

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

PARAPET

BEARING

15'-0", TYP

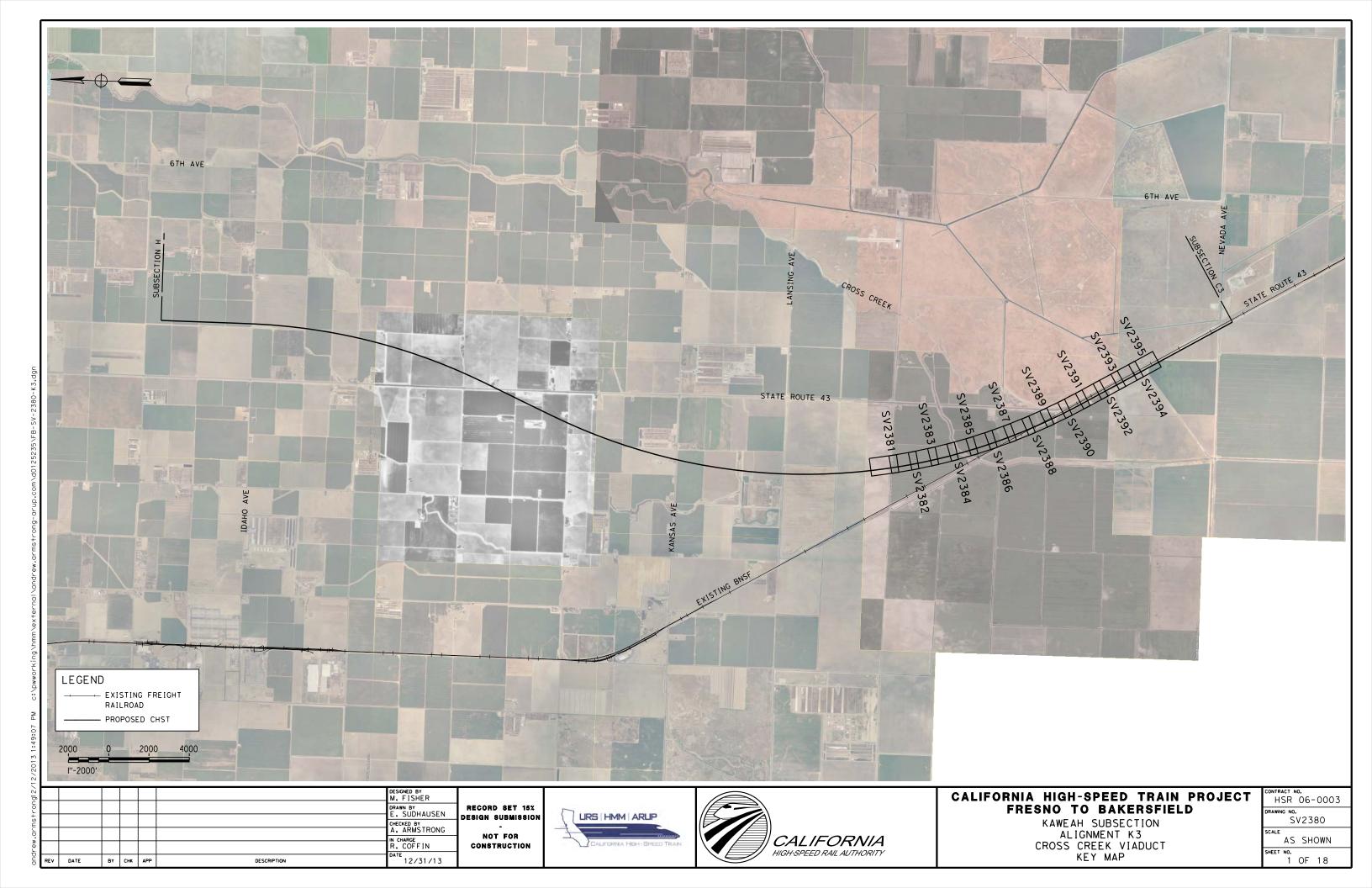
KAWEAH SUBSECTION
ALIGNMENT K2
CROSS CREEK VIADUCT
TYPICAL SECTIONS

H	SK (06-0	0003	
DRAWING	NO.			
	S۷	/216	7	
SCALE				
	AS	SHC	NW	
SHEET	NO.			
	18	OF	18	

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<u>NOTES</u> EVC 2453+17.74 BVC 2441+17.74 ELEV 224.77 1. NOT ALL PILES SHOWN ELEV 220.14 2. PILE LENGTH TO BE DETERMINED 1200' VC R/C = -0.039% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K3" LINE
NO SCALE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE _TOTAL LENGTH OF BRIDGE = 13879'-0" (MEASURED ALONG "K3" LINE) DETERMINED ВВ 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES 100'-0" 100'-0" 100'-0" (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. TOP OF PARAPET TOP OF RAIL ~ APPROX OG BENT 2 BENT 3 BE DATUM ELEV = 150.00 2440+00 2445+00 2450+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB PROPOSED HSR ROW 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR PILE CAP, TYP -1 HYDROLOGY, HYDRAULICS AND 41> DRAINAGE 15% DRAFT REPORT". C TRACK -"K3" LINE ~ CURVE DATA $\langle 41 \rangle$ BB "K3" 2447+06.00 R = 28600.00'ELEV. 223.12 $\Delta = 49^{\circ} 32'56.7''$ PROPOSED HSR ROW EDGE OF GUIDEWAY DECK T = 13199.6'2 L = 24733.1'**PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

SV2381

AS SHOWN

2 OF 18

KAWEAH SUBSECTION

ALIGNMENT K3

CROSS CREEK VIADUCT

PLAN AND ELEVATION

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

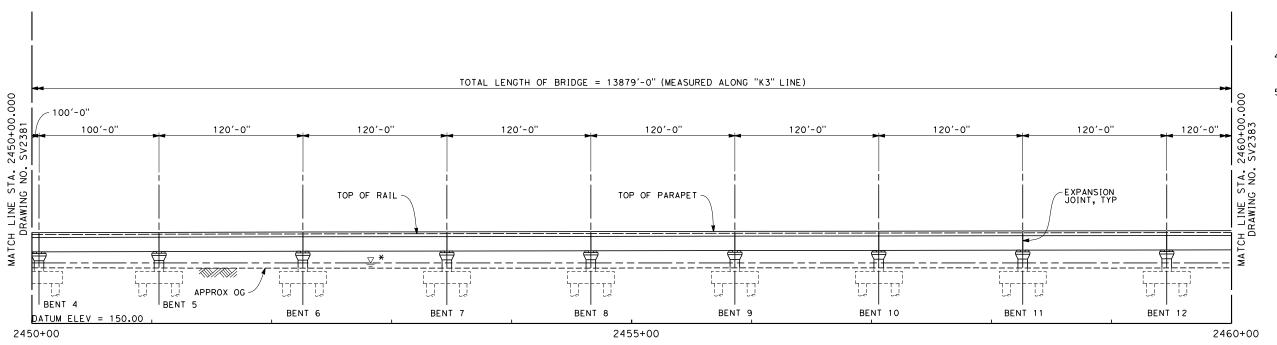
N CHARGE R. COFFIN

DATE

BY CHK APP

DESCRIPTION

URS HMM ARUP



LEGEND:

1) STRUCTURE APPROACH SLAB

PROVIDED AT SYSTEMS SITES

(APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS

PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

 $\langle 41 \rangle$

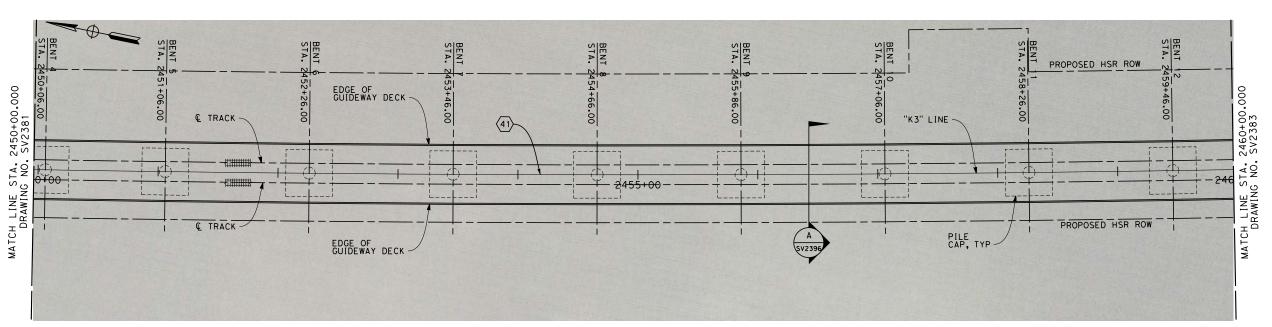
R = 28600.00' $\Delta = 49^{\circ} 32' 56.7''$

 $\Delta = 49^{\circ} 32' 5$ T = 13199.6'

L = 24733.1'

40 0 40 80

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

					DESIGNED BY M. FISHER	
					DRAWN BY F. PALERMO	RECORD SET 15%
					CHECKED BY	DESIGN SUBMISSION
					A ARMSTRONG IN CHARGE	NOT FOR
					R. COFFIN	CONSTRUCTION
DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

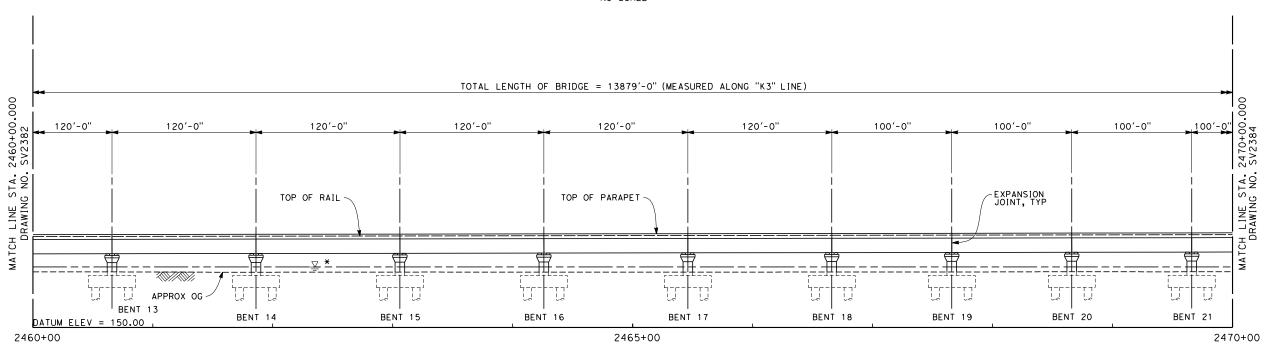




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

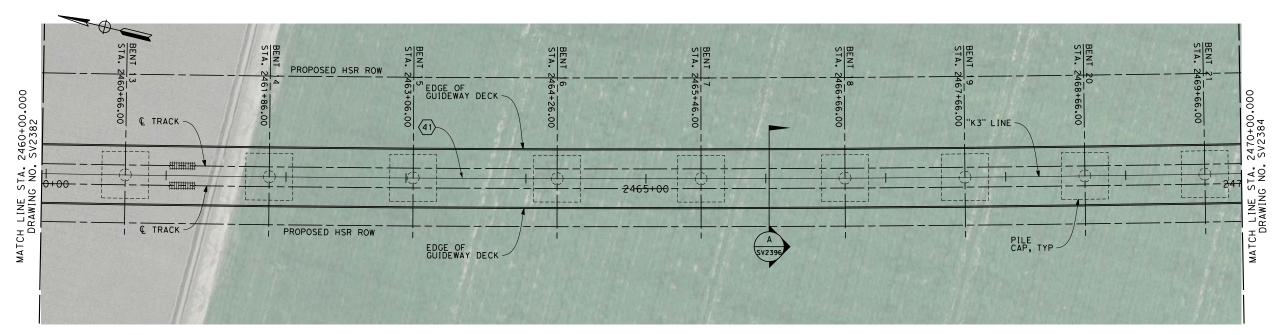
KAWEAH SUBSECTION
ALIGNMENT K3
CROSS CREEK VIADUCT
PLAN AND ELEVATION

Г	CONTRACT NO.
•	HSR 06-0003
	DRAWING NO.
	SV2382
	SCALE
	AS SHOWN
	CUEET NO



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 28600.00' $\Delta = 49^{\circ} 32' 56.7''$
- T = 13199.6'
- L = 24733.1



PLAN SCALE 1" = 40'



DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K3
CROSS CREEK VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2383
SCALE
AS SHOWN

4 OF 18

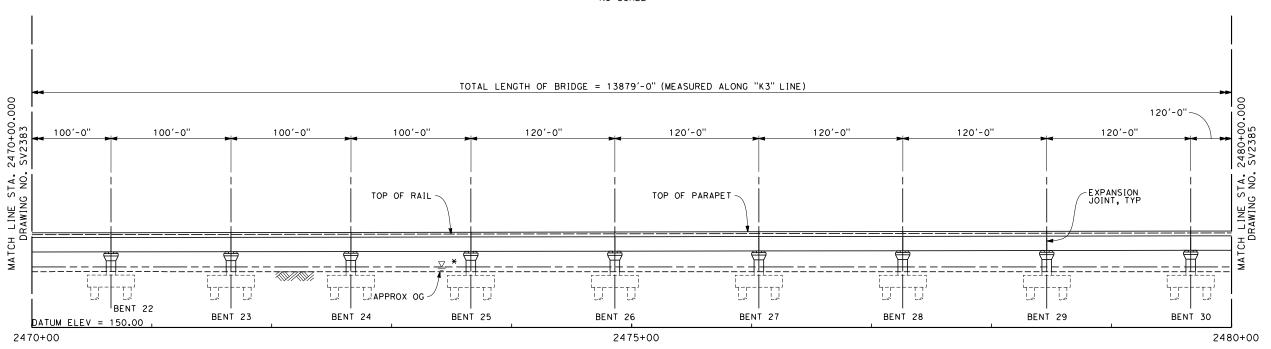
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DATE

BY CHK APP

DESCRIPTION





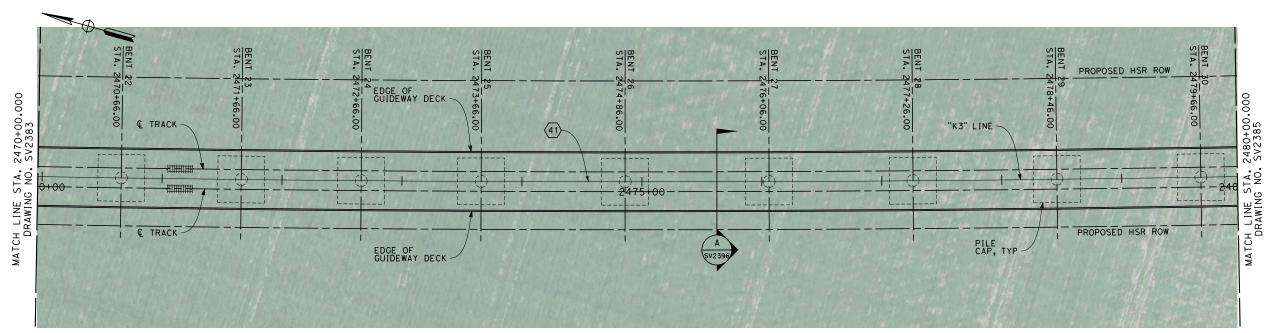
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



CURVE DATA

LEGEND:



- R = 28600.00' $\Delta = 49^{\circ} 32' 56.7''$
- T = 13199.6'L = 24733.1'

1) STRUCTURE APPROACH SLAB

* ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO

BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND

DRAINAGE 15% DRAFT REPORT".

2 RETAINING WALL

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
						CHECKED BY A. ARMSTRONG	-
						IN CHARGE	NOT FOR
						R. COFFIN DATE	CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

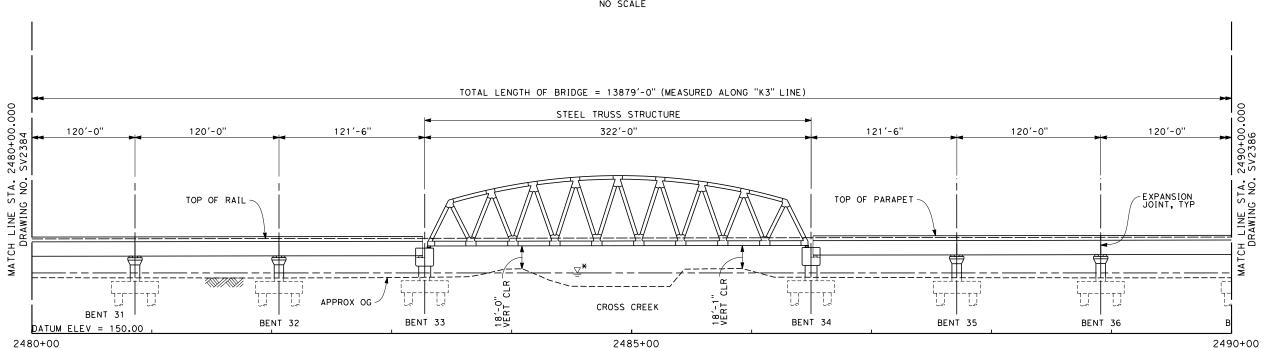




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2384
SCALE
AS SHOWN



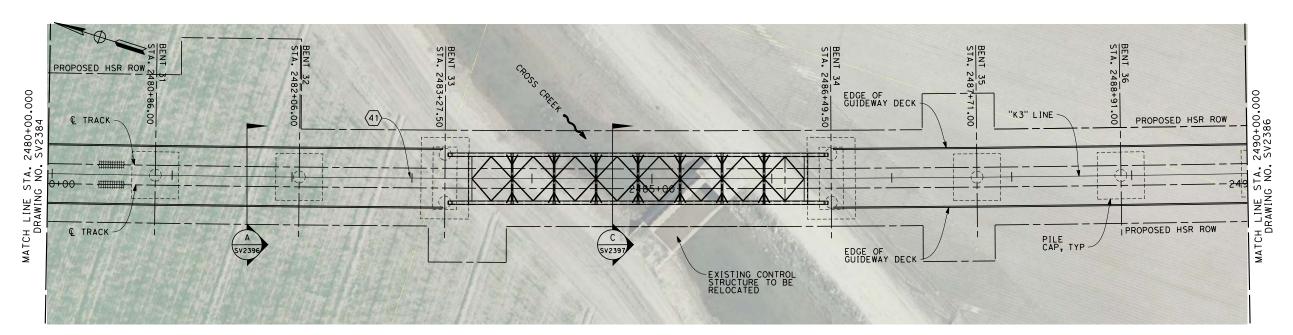
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED ELEVATED SLABS PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 28600.00'

 $\Delta = 49^{\circ} 32' 56.7''$ T = 13199.6'

L = 24733.1'

40 0 40 80

PLAN SCALE 1" = 40'

DATE	BY	СНК	APP	IN CHARGE R. COFFIN DATE 12/31/13	NOT FOR Construction
				CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION
				M. FISHER DRAWN BY F. PALERMO	RECORD SET 15%
				DESIGNED BY	

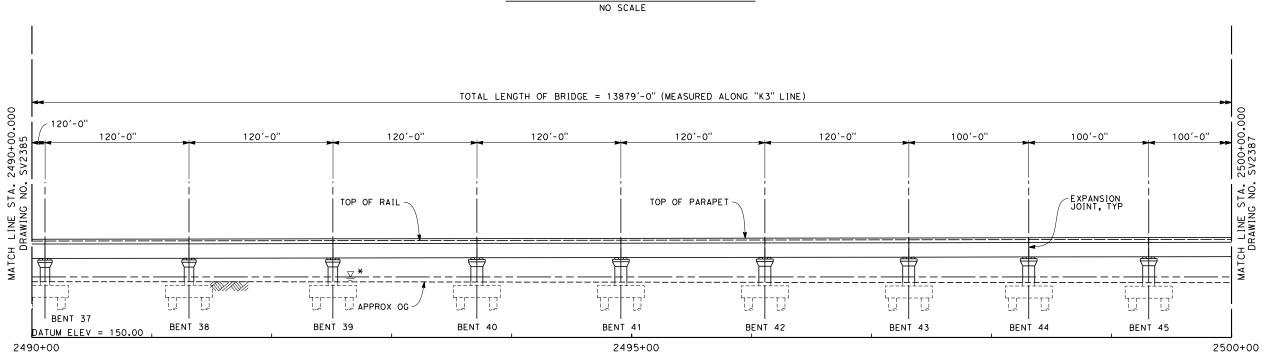




CALIFORNIA HIGH-SPEED TRAIN PROJECT

KAWEAH SUBSECTION
ALIGNMENT K3
CROSS CREEK VIADUCT
PLAN AND ELEVATION

_	CONTRACT NO.
T	HSR 06-0003
	DRAWING NO.
	SV2385
	SCALE
	AS SHOWN



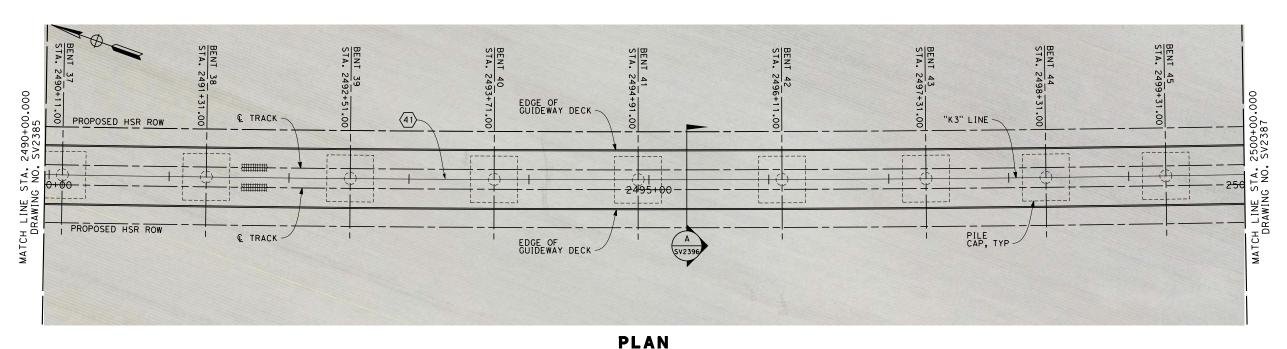
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 28600.00' $\Delta = 49^{\circ} 32'56.7''$ T = 13199.6'

L = 24733.1'

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRA	CT NO).	
HS	R	06-00	03
DRAWING	NO.		
	S١	/2386	
SCALE			
,	45	SHOW	N

<u>NOTES</u> EVC 2523+97.81 BVC 2503+97.81 1. NOT ALL PILES SHOWN ELEV 232.38 ELEV 232.70 2. PILE LENGTH TO BE DETERMINED 2000' VC R/C = -0.013% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K3" LINE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE DETERMINED TOTAL LENGTH OF BRIDGE = 13879'-0" (MEASURED ALONG "K3" LINE) 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES 100'-0" (APPROX. 2.5 MILE INTERVALS). 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" 120'-0" 120'-0" 120'-0" 120'-0" LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA.. DRAWING NO. MATCH LINE STA. DRAWING NO. EXPANSION JOINT, TYP TOP OF RAIL ~ TOP OF PARAPET APPROX OG أيا BENT 46 BENT 47 BENT 48 BENT 50 BENT 51 BENT 52 BENT 53 BENT 54 DATUM ELEV = 150.00 2500+00 2505+00 2510+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BE EDGE OF GUIDEWAY DECK BENT 53 STA. 2507+71.00 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD 1+ 31.00 @ TRACK ~ ELEVATION. SEE "FRESNO TO 2500+00.000 SV2386 BAKERSFIELD CORRIDOR "K3" LINE -HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA Š. 2505+00-R = 28600.00'PROPOSED HSR ROW $\Delta = 49^{\circ} 32' 56.7''$ TRACK PILE CAP. TYP T = 13199.6'EDGE OF GUIDEWAY DECK L = 24733.1'

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJE FRESNO TO BAKERSFIELD KAWEAH SURSECTION

KAWEAH SUBSECTION
ALIGNMENT K3
CROSS CREEK VIADUCT
PLAN AND ELEVATION

	CONTRACT NO.
ECT	HSR 06-0003
	DRAWING NO.
	SV2387
	SCALE
	AS SHOWN
	SHEET NO.
	8 OF 18

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
CONSTRUCTION

DESCRIPTION

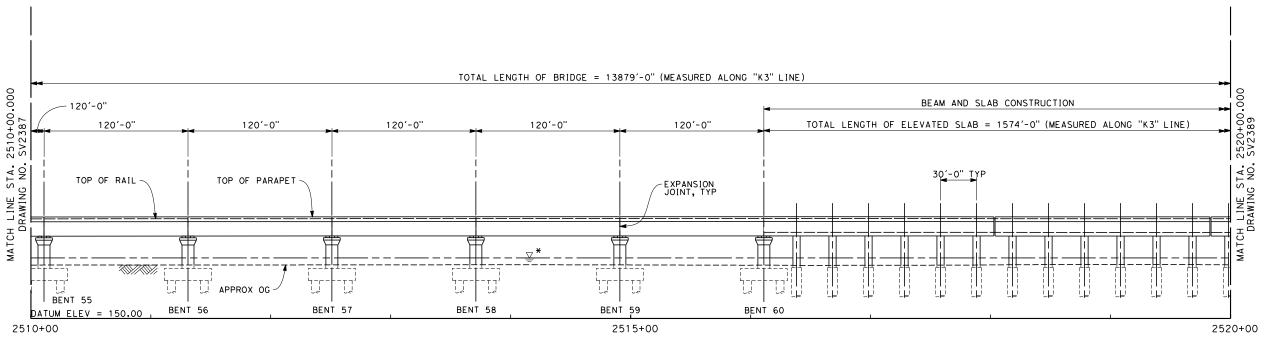
DATE

BY CHK APP

12/31/13



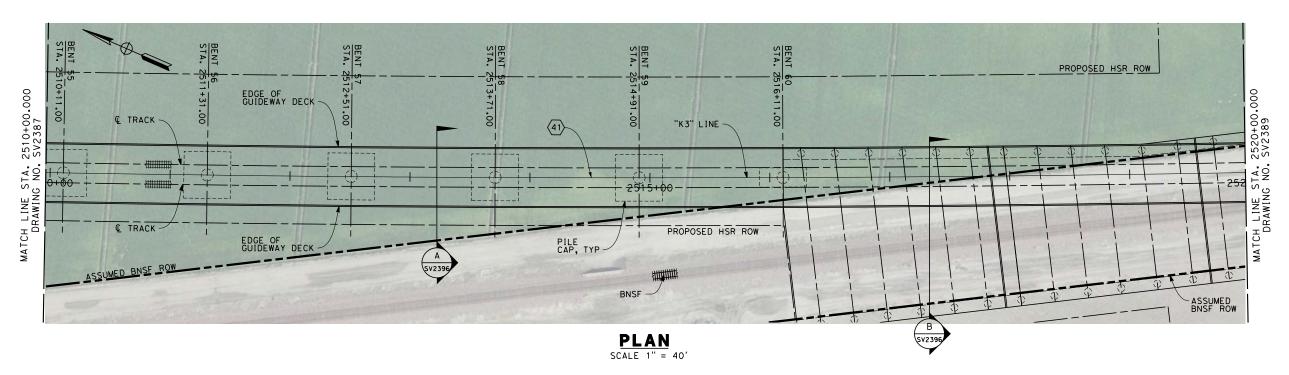




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 28600.00' $\Delta = 49^{\circ} 32' 56.7''$

T = 13199.6'L = 24733.1'

DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY
A. ARMSTRONG CHARGE 12/31/13 DATE BY CHK APP DESCRIPTION

RECORD SET 15% DESIGN SUBMISSION URS HMM ARUP

NOT FOR

CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2388
SCALE
AS SHOWN

<u>NOTES</u> EVC 2523+97.81 /ELEV 232.70 2000' VC -0.117 % R/C = -0.013% /STATOP OF RAIL "K3" LINE TOTAL LENGTH OF VIADUCT = 13879'-0" (MEASURED ALONG "K3" LINE) BEAM AND SLAB CONSTRUCTION

EXPANSION JOINT, TYP

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

2525+00

TOTAL LENGTH OF ELEVATED SLAB = 1574'-0" (MEASURED ALONG "K3" LINE)

30'-0" TYP

TOP OF RAIL

DATUM ELEV = 150.00

2520+00

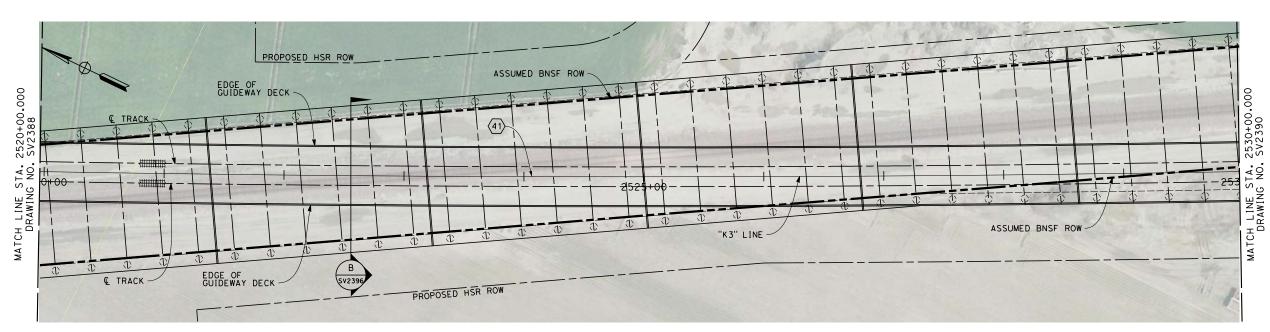
DATE

BY CHK APP

TOP OF PARAPET

APPROX OG -

DESCRIPTION



LEGEND:

2530+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 28600.00'

 $\Delta = 49^{\circ} 32' 56.7''$ T = 13199.6'

L = 24733.1

PLAN SCALE 1" = 40'

RECORD SET 15% Esign Submission	
-	3
NOT FOR	1
CONSTRUCTION	7

DESIGN SUBMIS

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13



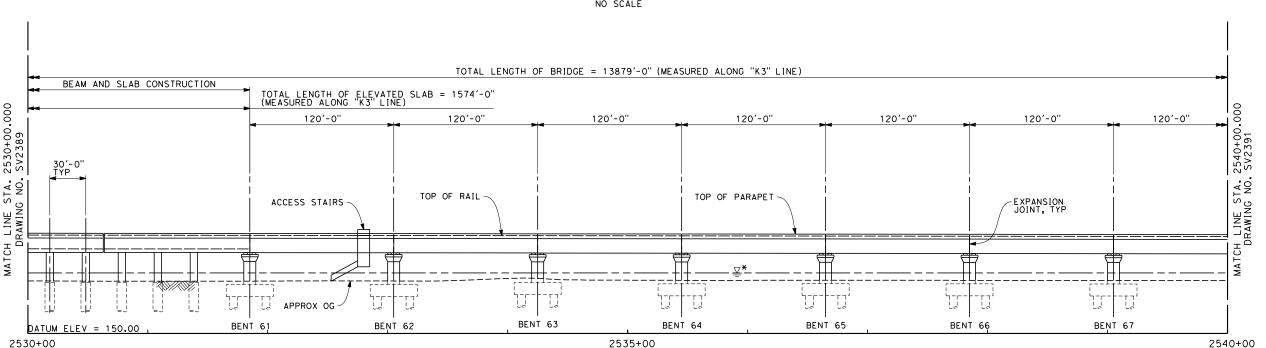


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

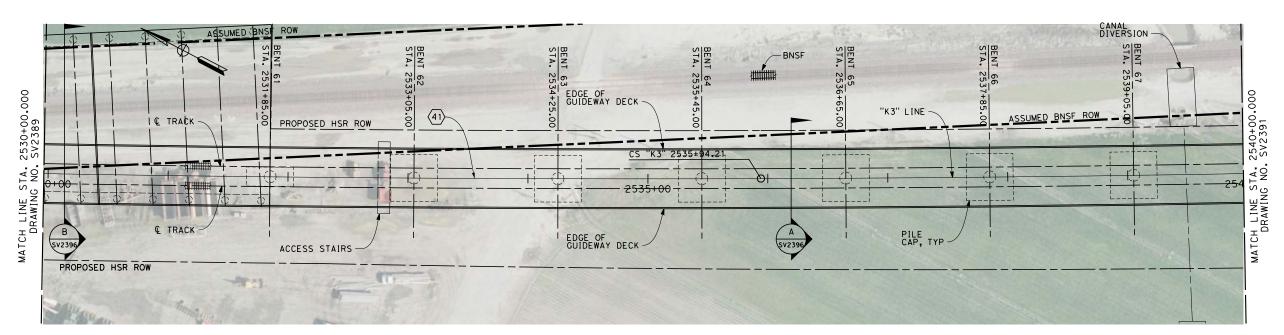
CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2389
SCALE
AS SHOWN

TOP OF RAIL "K3" LINE



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 28600.00' $\Delta = 49^{\circ} 32' 56.7''$ T = 13199.6'

L = 24733.1



PLAN SCALE 1" = 40'

					DESIGNED BY M. FISHER DRAWN BY F. PALERMO	RECORD SET 15%
					DRAWN BY F. PALERMO CHECKED BY	RECORD SET 15% Design Submission -
					A. ARMSTRONG IN CHARGE R. COFFIN	NOT FOR Construction
DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

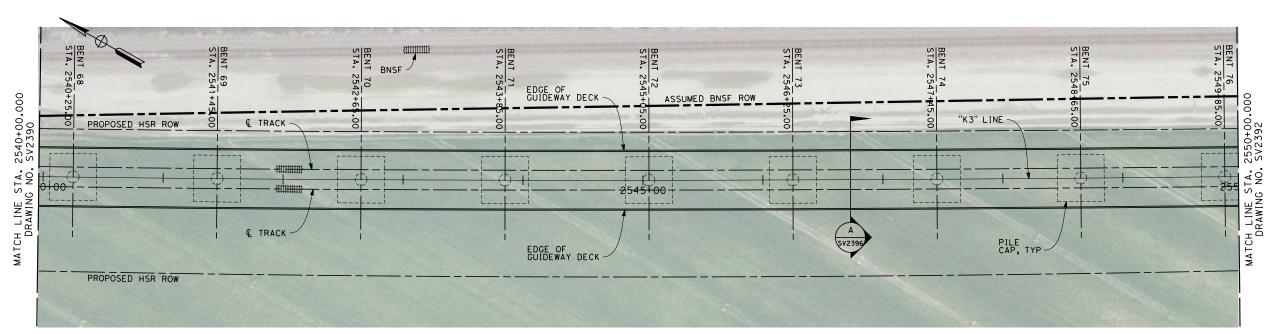
CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2390
SCALE
AS SHOWN
A

<u>NOTES</u> EVC 2523+97.81 ELEV 232.70 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED -0.117 % SIMPLE SPANS TOP OF RAIL "K3" LINE STEEL TRUSS ELEVATED SLABS - PC BEAM AND 4. UTILITY LOCATIONS TO BE TOTAL LENGTH OF BRIDGE = 13879'-0" (MEASURED ALONG "K3" LINE) DETERMINED

120'-0" - 120'-0" 000 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" MATCH LINE STA. DRAWING NO. MATCH LINE STA. DRAWING NO. TOP OF RAIL ~ TOP OF PARAPET APPROX OG -BENT 68 BENT 70 BENT 69 BENT 71 BENT 74 BENT 75 BENT 7 BENT 72 BENT 73 DATUM ELEV = 150.00 2540+00 2545+00 2550+00

- 3. SUPERSTRUCTURE CONSTRUCTION, UON - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED
- INSITU SLAB
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE	RECORD SET 15% DESIGN SUBMISSION - NOT FOR CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRAC HS			0003
DRAWING	NO.		
	S١	/239) 1
SCALE			
Į.	1S	SHC	NWN
SHEET N	0.		
1	2	OF	18

<u>NOTES</u> BVC 2582+97.81 /ELEV 225.80 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE DETERMINED -0.117 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K3" LINE
NO SCALE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE TOTAL LENGTH OF BRIDGE = 13879'-0" (MEASURED ALONG "K3" LINE) DETERMINED 5. ACCESS STAIRWAYS ARE 100'-0" LINE STA. 2550+00.000 RAWING NO. SV2391 PROVIDED AT SYSTEMS SITES 120'-0" 120'-0" 120'-0" 120'-0" 100'-0" 100'-0" 100'-0" 100'-0" 100'-0" (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. TOP OF RAIL -TOP OF PARAPET --EXPANSION JOINT, TYP MATCH DF APPROX OG -BENT 77 BENT 85 BENT 78 BENT 79 BENT 80 BENT 81 BENT 82 BENT 83 BENT 84 DATUM ELEV = 150.00 2550+00 2555+00 2560+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT STA. 2 RETAINING WALL EDGE OF GUIDEWAY DECK -* ESTIMATED 100-YEAR FLOOD ASSUMED BNSF ROW ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR "K3" LINE C TRACK -HYDROLOGY, HYDRAULICS AND PROPOSED HSR ROW DRAINAGE 15% DRAFT REPORT". - 2555+00-MATCH LINE ST. DRAWING N & TRACK

PLAN SCALE 1" = 40'

	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	
						IN CHARGE R. COFFIN	CONSTRUCTION
_						CHECKED BY A. ARMSTRONG	- NOT FOR
_							RECORD SET 15% Design Submission
						DESIGNED BY M. FISHER	

PROPOSED HSR ROW



EDGE OF GUIDEWAY DECK -



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

PILE CAP, TYP

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

Т	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV2392
	SCALE AS SHOWN
	SHEET NO. 13 OF 18

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

AS SHOWN

14 OF 18

CROSS CREEK VIADUCT

PLAN AND ELEVATION

NOT FOR

CONSTRUCTION

CHARGE

DATE

BY CHK APP

DESCRIPTION

12/31/13

TOP OF PARAPET

BENT 99

BENT 100

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

BENT 98

2575+00

TOP OF RAIL -

BENT 97

BENT 96

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

NOT FOR

CONSTRUCTION

APPROX OG ~

BENT 95

DESCRIPTION

MATCH LINE STA. DRAWING NO.

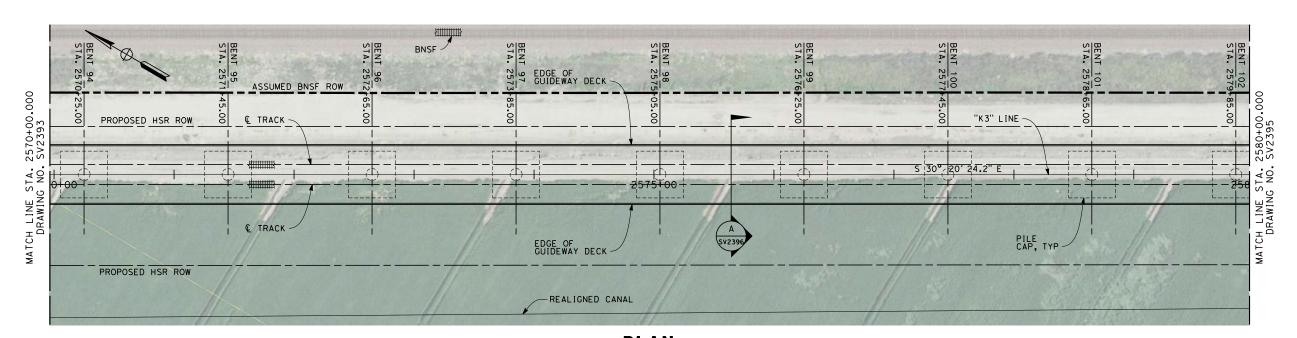
2570+00

DATE

BY CHK APP

BENT 94

DATUM ELEV = 150.00



LEGEND:

MATCH LINE STA. DRAWING NO.

2580+00

BENT 103

EXPANSION JOINT, TYP

BENT 101

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO. SV2394
SCALE AS SHOWN
SHEET NO. 15 OF 18

<u>NOTES</u> BVC 2582+97.81 EVC 2594+97.81 1. NOT ALL PILES SHOWN ELEV 225.80 /ELEV 221.88 2. PILE LENGTH TO BE DETERMINED -0.117 % 1200' VC R/C = -0.035% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K3" LINE

NO SCALE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB 4. UTILITY LOCATIONS TO BE DETERMINED TOTAL LENGTH OF BRIDGE = 13879'-0" (MEASURED ALONG "K3" LINE) 5. ACCESS STAIRWAYS ARE -EB PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. TOP OF PARAPET TOP OF RAIL APPROX OG BENT 103 BENT 106 SEE NOTE 1 **BENT 105** BENT 104 ABUT 107 DATUM ELEV = 150.00 2580+00 2585+00 2590+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 105 STA. 2583 BENT 104 STA. 2582 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO EDGE OF GUIDEWAY DECK BAKERSFIELD CORRIDOR /"K3" LINE HYDROLOGY, HYDRAULICS AND PROPOSED HSR ROW ✓ € TRACK DRAINAGE 15% DRAFT REPORT". 1/1/ - 2585+00 -EB "K3" 2585+85.00 C TRACK ELEV. 225.32 -PILE CAP, TYP EDGE OF GUIDEWAY DECK PROPOSED HSR ROW -EXIST DRAINAGE RETENTION BASIN -RELOCATED DRAINAGE RETENTION BASIN -REALIGNED CANAL **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2395 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K3 NOT FOR **CALIFORNIA** CHARGE AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY

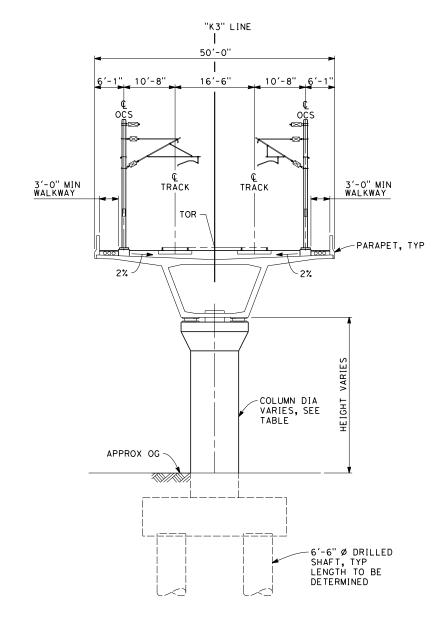
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DATE

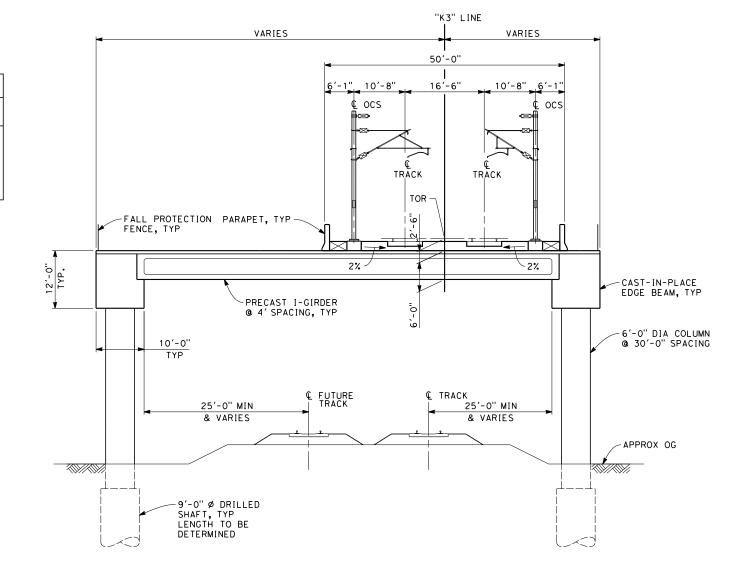
BY CHK APP

DESCRIPTION

PLAN AND ELEVATION



COLUMN DIAMETERS HEIGHT TO DIAMETER SOFFIT < 20 8 FT 20-40 10 FT 12 FT 40-50 15 FT 50-60 60-80 20 FT 25 FT 80-100



SECTION A SCALE: 1" = 10'

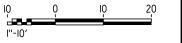
STA 2447+06.00 THROUGH 2483+27.50 STA 2486+49.50 THROUGH 2516+11.00 STA 2530+65.00 THROUGH 2585+85.00

1. MINIMUM DIMENSION FROM SOFFIT TO TOP OF FOUNDATION SHALL BE 16'.

SECTION B

SCALE: 1" = 10'

STA 2516+11.00 THROUGH 2531+85



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RE
						CHECKED BY A. ARMSTRONG	DE8I
						IN CHARGE	ł
						R. COFFIN	C
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

ECORD SET 15% IGN SUBMISSION NOT FOR CONSTRUCTION

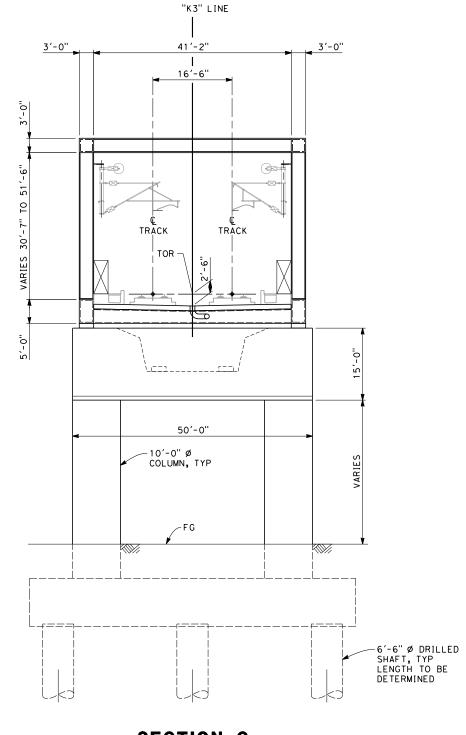




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT TYPICAL SECTIONS

CONTRACT NO. HSR 06-0003
DRAWING NO. SV2396
SCALE AS SHOWN
SHEET NO. 17 OF 18



SECTION C

SCALE: 1" = 10'

STA 2483+27.50 THROUGH 2486+49.50

IO	Q	IO	20
l''-l0 <i>'</i>			

mstrong12/							DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG	RECORD SET 15% Design Submission -
andrew.ar	REV	DATE	BY	СНК	APP	DESCRIPTION	IN CHARGE R. COFFIN DATE 12/31/13	NOT FOR Construction





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K3 CROSS CREEK VIADUCT TYPICAL SECTIONS

CONTRAC			0003
DRAWING		/239	7
SCALE /	45	SHC	NWN
SHEET N		OF	18

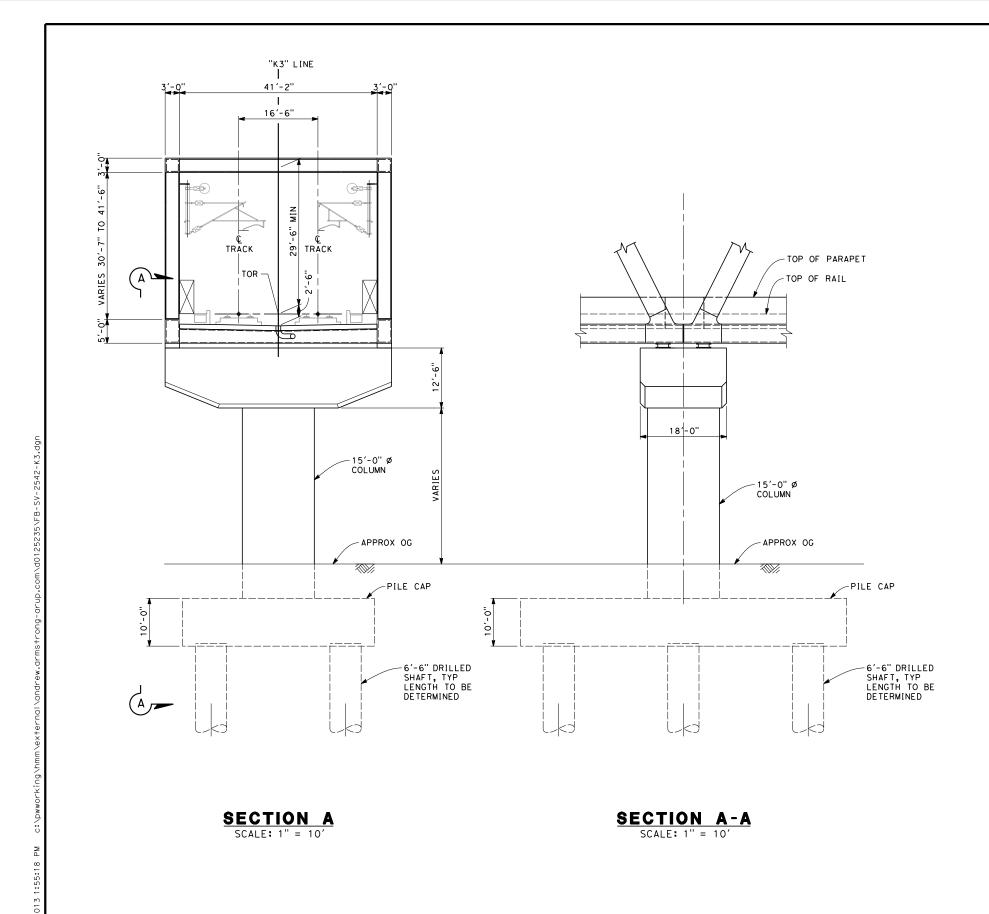
1 OF 3

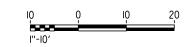
E 12/31/13

BY CHK APP

DESCRIPTION

<u>NOTES</u> EVC 2212+22.40 /ELEV 231.61 BVC 2417+17.74 1. NOT ALL PILES SHOWN ELEV 209.58 2. PILE LENGTH TO BE DETERMINED -0.108 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K3" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 573'-6" MEASURED ALONG "K3" LINE 4. UTILITY LOCATIONS TO BE 286'-9" 286'-9" DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES -STEEL TRUSS STRUCTURE STEEL TRUSS STRUCTURE (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. SR43 APPROX OG ABUT 1 DATUM ELEV = 150.00 2245+00 2250+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD TOP OF SLOPE ELEVATION, SEE "FRESNO TO TOE OF SLOPE BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND 'K3" LINE TRACK Q TOE OF SLOPE DRAINAGE 15% DRAFT REPORT". \LB "K3" 2249+46.00 ELEV. 227.61 BB "K3" 2243+72.00 "K3" 2245+41.66 POT "SR43" 26+46.08 POT TOP OF SLOPE PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY
J. VALENZUELA RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2541 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K3 STATE ROUTE 43 UNDERPASS NOT FOR CHARGE CALIFORNIA AS SHOWN CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 2 OF 3 12/31/13 BY CHK APP DESCRIPTION





| DESIGNED BY Y, REN | PROPERTY |

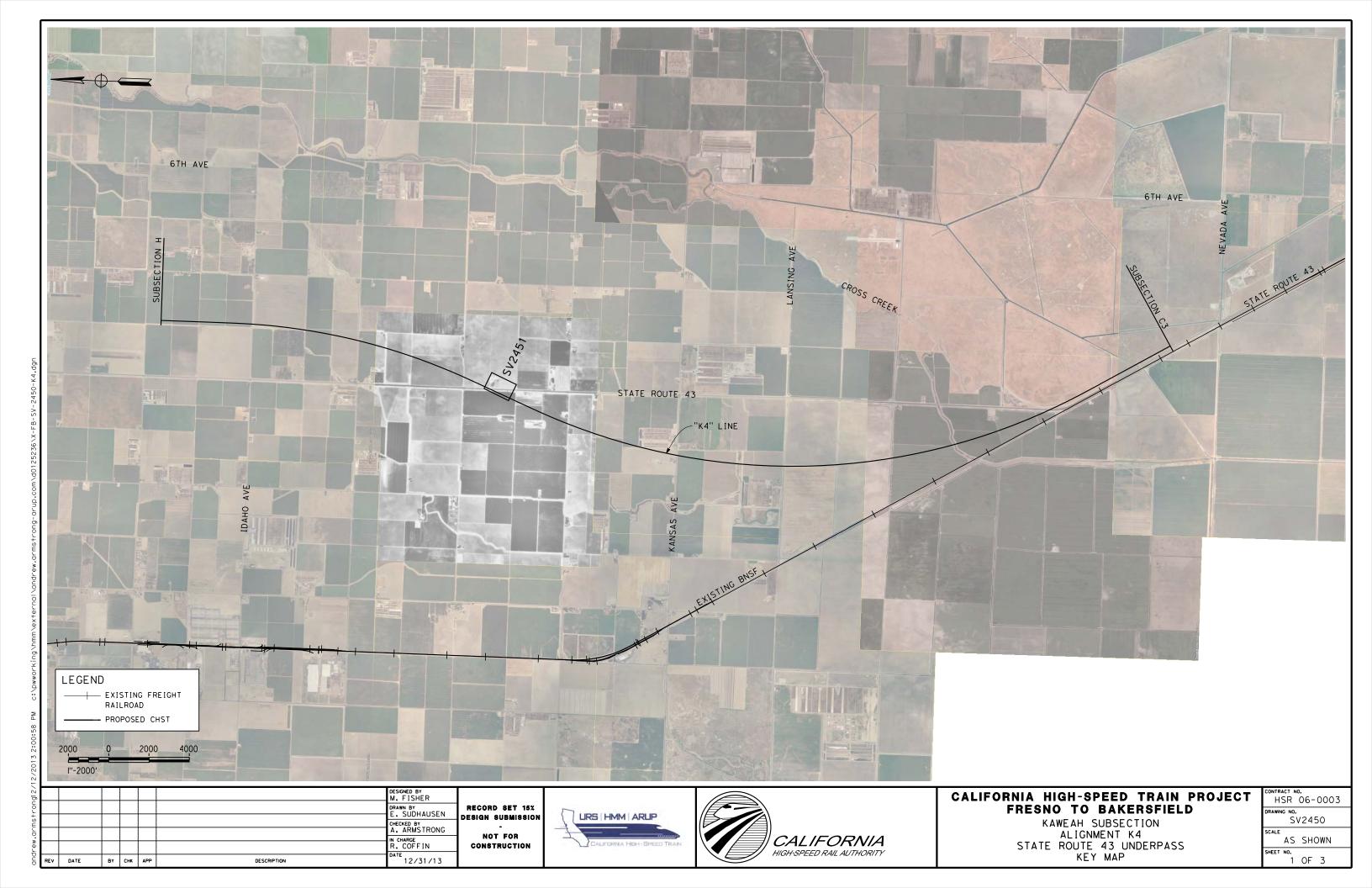




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K3
STATE ROUTE 43 UNDERPASS
TYPICAL SECTIONS

CONTRACT N	06-0003
DRAWING NO.	
S	V2542
SCALE	
	SHOWN
SHEET NO.	
3	OF 3

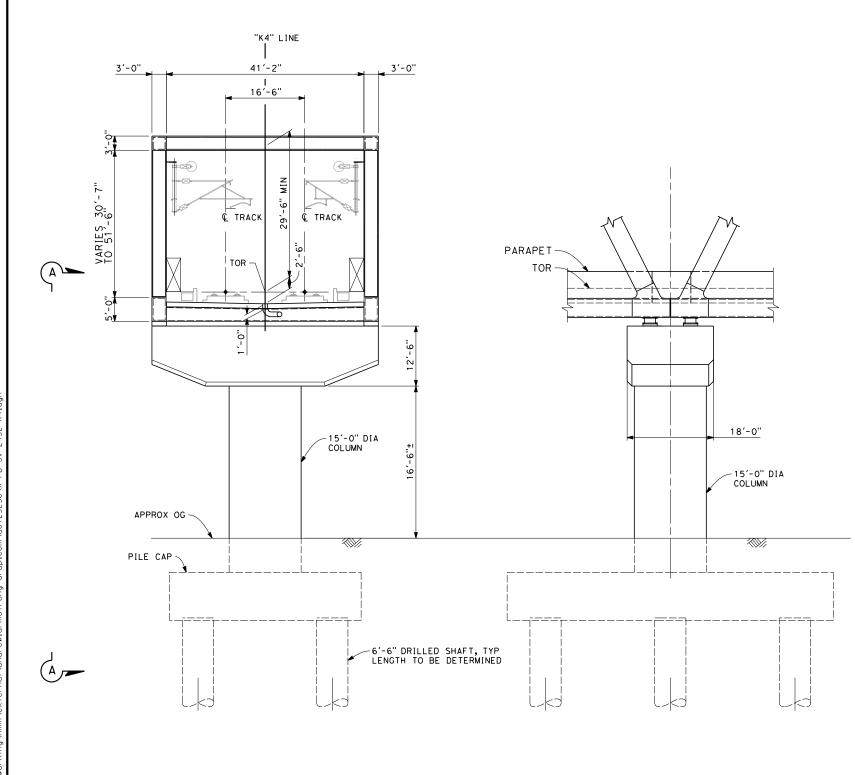


12/31/13

BY CHK APP

DESCRIPTION

PLAN AND ELEVATION



SECTION A
SCALE: 1" = 10'

SECTION A-A
SCALE: 1" = 10'



						DESIGNED BY Y. REN	
						DRAWN BY	RECORD SET 15%
						CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION
						IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	ļ

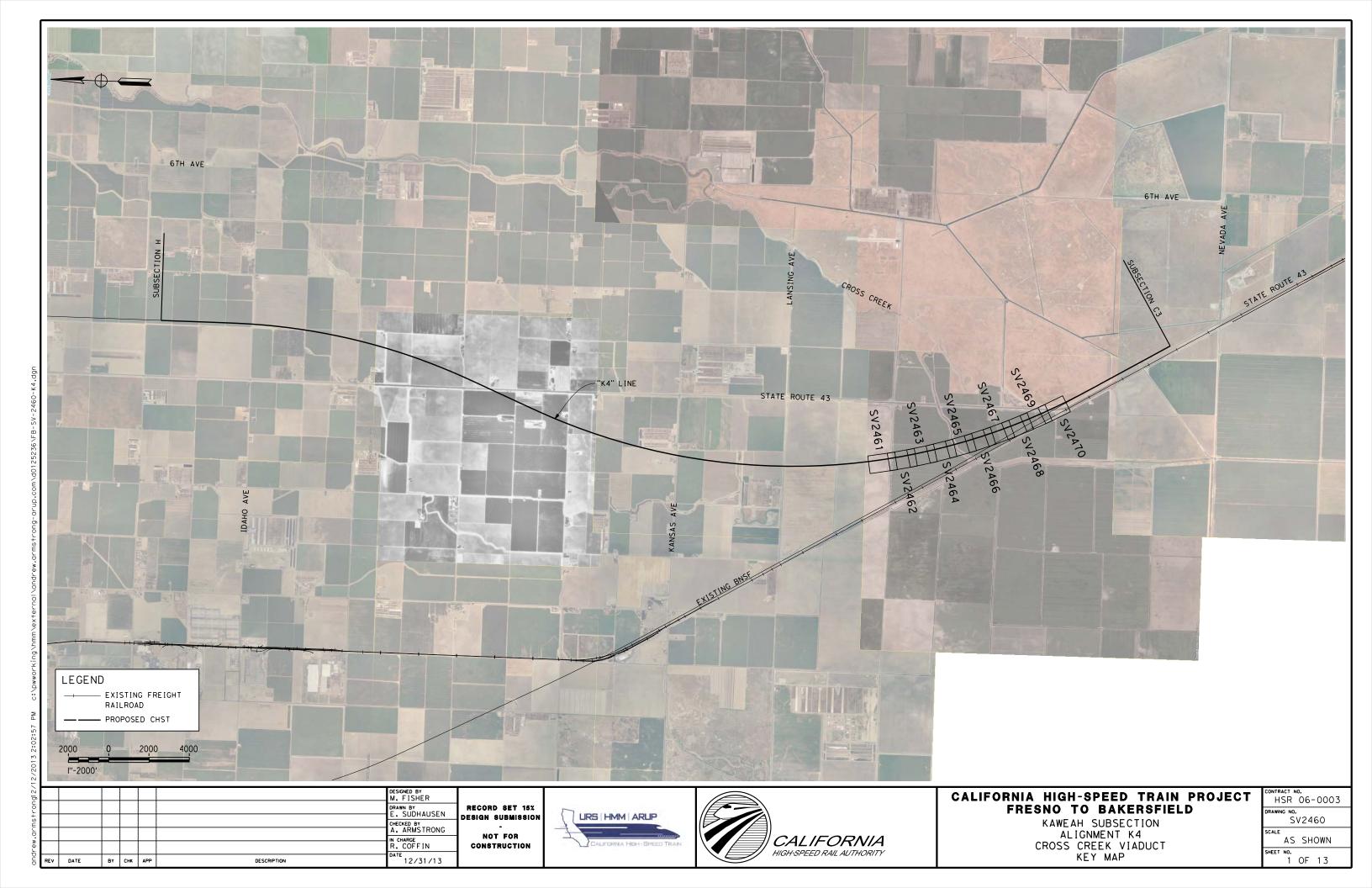




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K4
STATE ROUTE 43 UNDERPASS TYPICAL SECTIONS

CONTRACT N	06-0003
DRAWING NO.	
S	V2452
SCALE	
AS	SHOWN
SHEET NO.	
3	OF 3
•	•



N<u>OTES</u> BVC 2450+87.89 EVC 2437+31.05 1. NOT ALL PILES SHOWN ELEV 225.39 ELEV 217.05 2. PILE LENGTH TO BE DETERMINED 0.615 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K4" LINE
NO SCALE - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET TOP OF RAIL -EXPANSION JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE ST DRAWING N APPROX OG-BENT 2 BENT 3 SEE NOTE 1 DATUM ELEV = 100.00 2440+00 2445+00 2450+00 **ELEVATION** SCALE 1" = 40' LEGEND: PROPOSED HSR ROW 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD GUIDEWAY DECK ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR 2 HYDROLOGY, HYDRAULICS AND 9 1 "K4" LINE E TRACK -DRAINAGE 15% DRAFT REPORT". CURVE DATA $\langle 9 \rangle$ R = 30500.00'BB "K4" 2446+81.00 € TRACK ELEV. 222.89 $\Delta = 49^{\circ} 01'18.3"$ EDGE OF GUIDEWAY DECK PILE CAP. TYP T = 13906.6'L = 26095.5'PROPOSED HSR ROW PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2461 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K4 NOT FOR **CALIFORNIA** CHARGE AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 2 OF 13 12/31/13 DATE BY CHK APP DESCRIPTION

NOTES BVC 2450+87.89 /ELEV 225.39 EVC 2465+87.89 1. NOT ALL PILES SHOWN ELEV 230.00 2. PILE LENGTH TO BE DETERMINED 1500' VC R/C = -0.041% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K4" LINE STEEL TRUSS ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE)

4. UTILITY LOCATIONS TO BE DETERMINED 5. ACCESS STAIRWAYS ARE

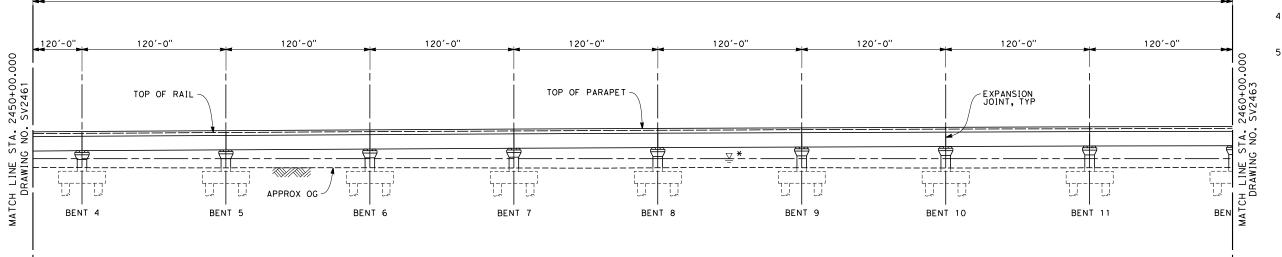
PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- MSS OR FLPM

- INSITU, SLID

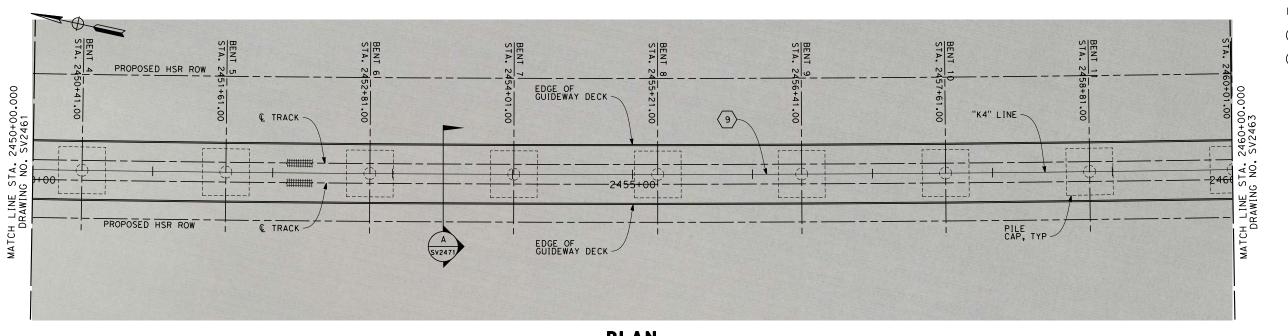
OR LAUNCHED

INSITU SLAB



ELEVATION SCALE 1" = 40'

2455+00



LEGEND:

2460+00

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'

PLAN SCALE 1" = 40'

DESIGN SUBMISSION URS HMM ARUP

RECORD SET 15%

NOT FOR

CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F.PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT PLAN AND ELEVATION

1	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2462
	SCALE
	AS SHOWN
	SHEET NO.

3 OF 13

DATE

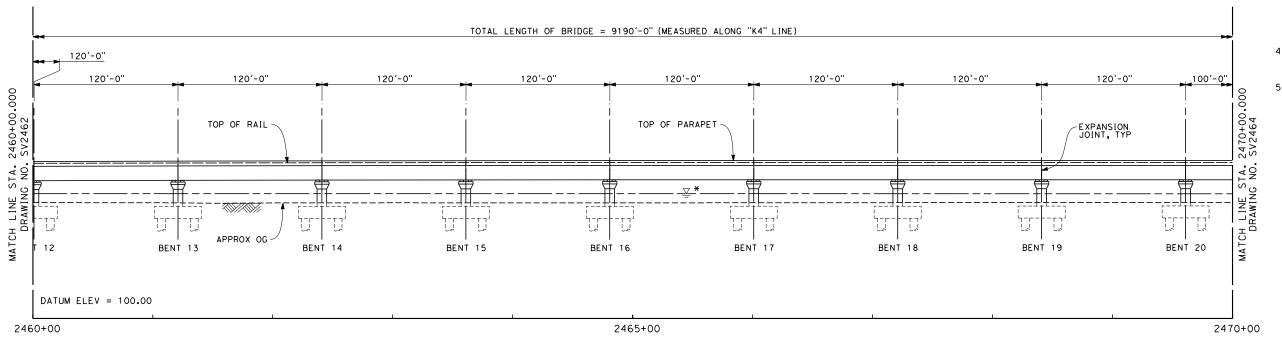
BY CHK APP

DESCRIPTION

DATUM ELEV = 100.00

2450+00

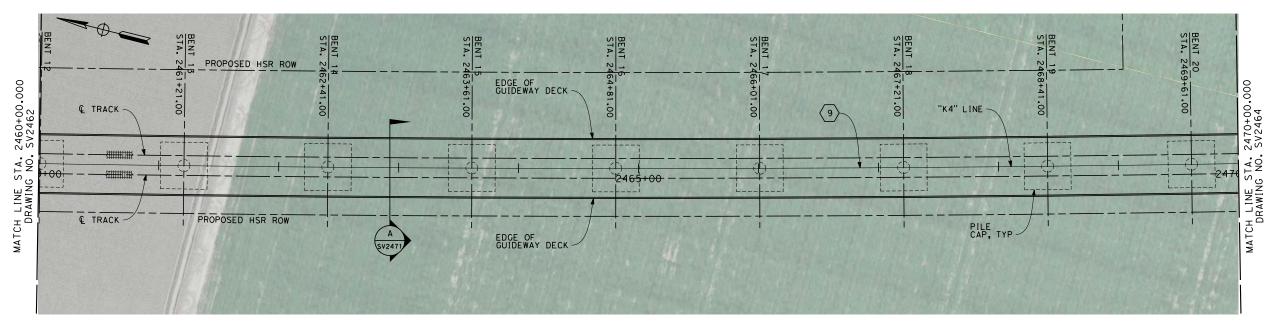
NOTES EVC 2465+87.89 BVC 2518+52.82 BVC 2450+87.89 ELEV 230.00 ELEV 230.00 1. NOT ALL PILES SHOWN ELEV 225.39 1500' VC 0.000 % R/C = -0.041% /STATOP OF RAIL "K4" LINE



2. PILE LENGTH TO BE DETERMINED

- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM
 - CONTINUOUS SPANS BCC PRECAST - INSITU, SLID STEEL TRUSS
 - OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
 - 4. UTILITY LOCATIONS TO BE DETERMINED
 - 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

 $\langle 9 \rangle$

R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'

PL	<u>A</u>	N	
SCALE	1"	=	40′

					DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG	RECORD SET 15% Design Submission -
v	DATE	BY	СНК	APP	IN CHARGE R. COFFIN DATE 12/31/13	NOT FOR Construction

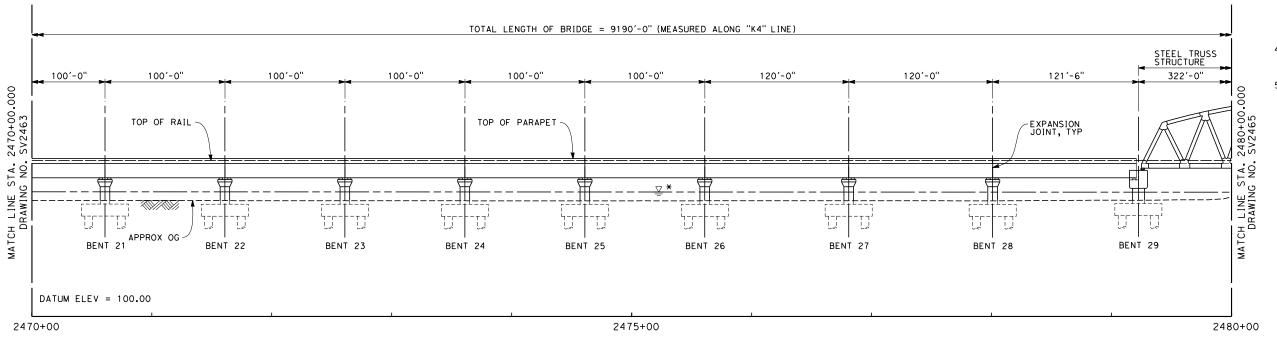
URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2463
SCALE
AS SHOWN
CUEET NO



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
- STEEL TRUSS INSITU, SLID OR LAUNCHED
- ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'



			DESIGNED BY M. FISHER	
			DRAWN BY F. PALERMO	R
			CHECKED BY	DE
			A. ARMSTRONG IN CHARGE	
			R. COFFIN	

DESCRIPTION

BY CHK APP

DATE

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION

12/31/13





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K4
CROSS CREEK VIADUCT
PLAN AND ELEVATION

,	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2464
	SCALE
	AS SHOWN

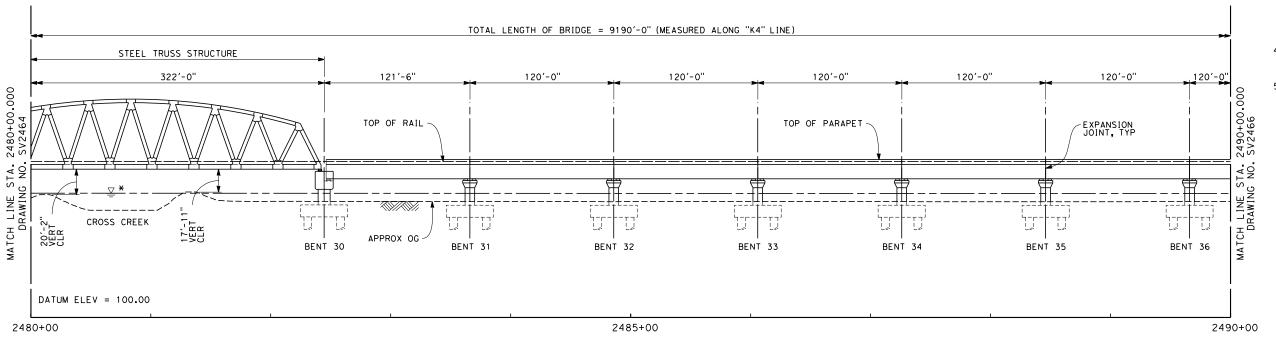
EVC 2465+87.89

ELEV 230.00

0.000 %

TOP OF RAIL "K4" LINE

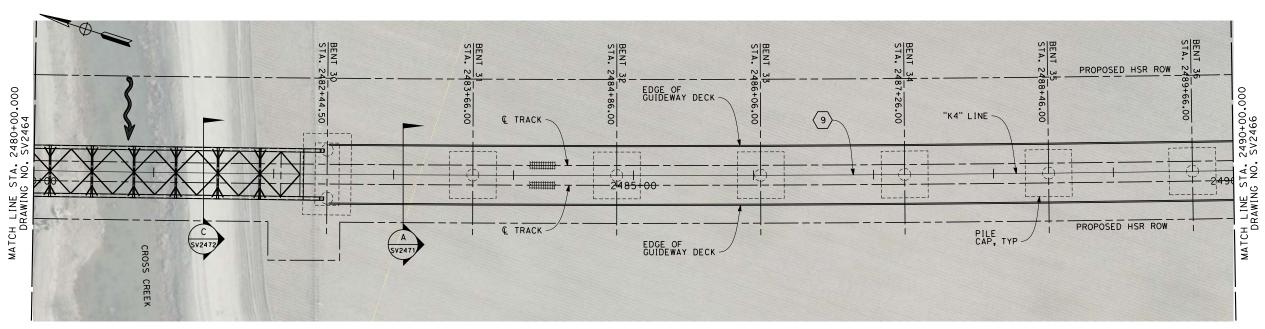
NO SCALE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
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 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

9

R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'

40 0 40 80

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
I						A. ARMSTRONG IN CHARGE	NOT FOR
1						R. COFFIN	CONSTRUCTION
1	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	



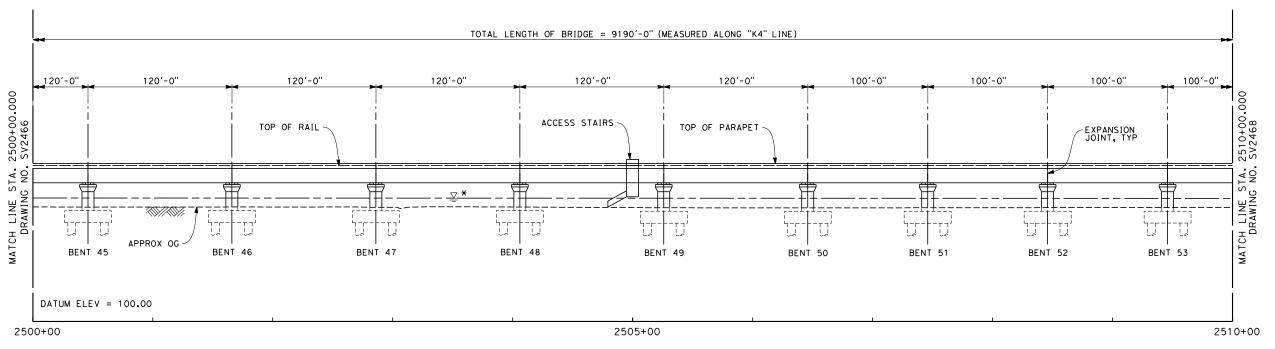


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K4
CROSS CREEK VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2465
SCALE
AS SHOWN

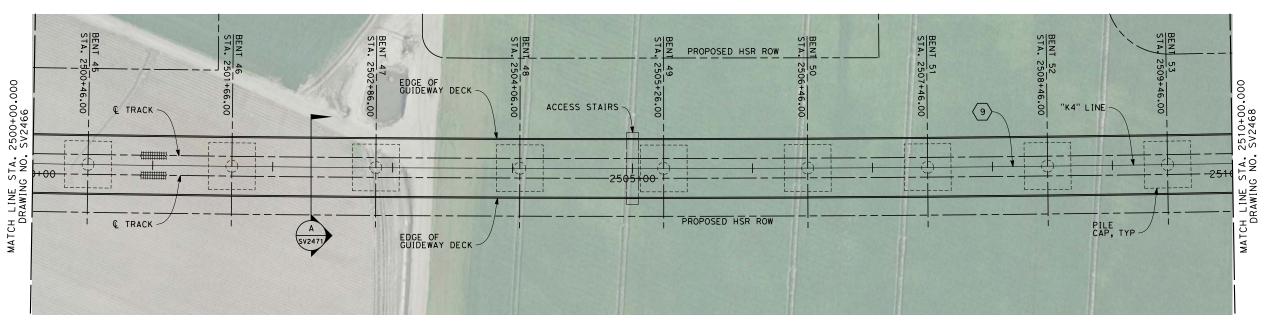
EVC 2465+87.89 BVC 2518+52.82 **NOTES** ELEV 230.00 ELEV 230.00 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 0.000 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K4" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). TOP OF RAIL ~ TOP OF PARAPET LADDER ACCESS TO VIADUCTS IS EXPANSION JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST DRAWING <u>آ</u> ا-ل APPROX OG BENT 37 BENT 40 BENT 38 BENT 39 BENT 41 BENT 42 BENT 43 BENT 44 DATUM ELEV = 100.00 2490+00 2495+00 2500+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 40 STA. 2494 2 RETAINING WALL PROPOSED HSR ROW * ESTIMATED 100-YEAR FLOOD EDGE OF GUIDEWAY DECK ELEVATION. SEE "FRESNO TO 2490+00,000 BAKERSFIELD CORRIDOR "K4" LINE HYDROLOGY, HYDRAULICS AND E TRACK -DRAINAGE 15% DRAFT REPORT". CURVE DATA $\langle 9 \rangle$ 2495+00 R = 30500.00' $\Delta = 49^{\circ} 01'18.3"$ PROPOSED HSR ROW E TRACK -PILE CAP, TYP T = 13906.6'EDGE OF GUIDEWAY DECK L = 26095.5'PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2466 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K4 NOT FOR **CALIFORNIA** CHARGE AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 7 OF 13 12/31/13 DATE BY CHK APP DESCRIPTION



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST IN-SITU
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'

40 0 40 80

PL	A	N		
SCALE	1"	=	40'	

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	<u> '</u>
						CHECKED BY	PE
						A. ARMSTRONG IN CHARGE	ł
						R. COFFIN	
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15%
LESIGN SUBMISSION
NOT FOR
CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION
ALIGNMENT K4
CROSS CREEK VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2467
SCALE
AS SHOWN

EVC 2465+87.89 BVC 2518+52.82 **NOTES** ELEV 230.00 ELEV 230.00 0.000 % DETERMINED TOP OF RAIL "K4" LINE TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE) 100'-0" 100'-0" 100'-0" 100'-0" 120'-0" 120'-0" 100'-0" 100'-0" 120'-0" 120'-0" 2510+00.000 SV2467 TOP OF RAIL ~ TOP OF PARAPET

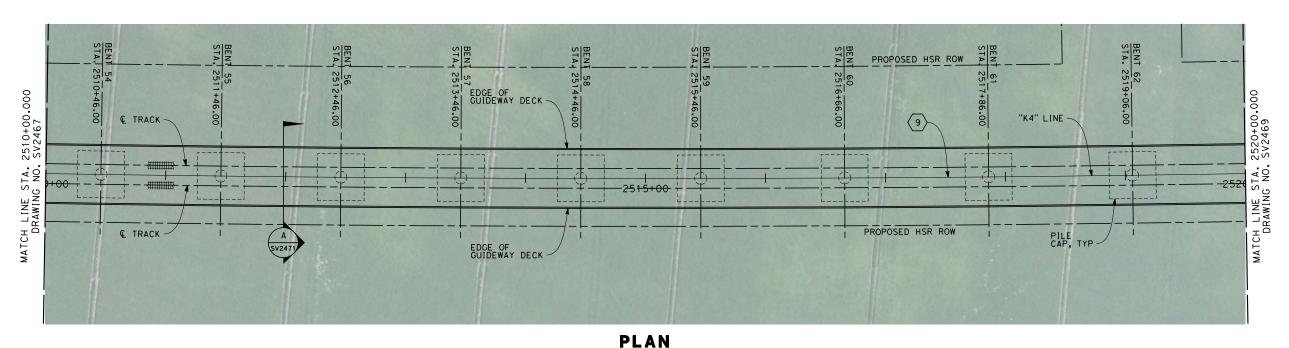
- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROV1DED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

2515+00

BENT 59

BENT 58



SCALE 1" = 40'

LEGEND:

MATCH LINE ST, DRAWING N

2520+00

BENT 62

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3''$

T = 13906.6'

L = 26095.5'



DESIGNED BY M. FISHER F. PALERMO RECORD SET 15% DESIGN SUBMISSION

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE

NOT FOR

CONSTRUCTION

APPROX OG

BENT 56

BENT 57

BENT 55

DESCRIPTION

MATCH LINE S DRAWING

2510+00

DATE

BY CHK APP

BENT 54

DATUM ELEV = 100.00

URS HMM ARUP



BENT 60

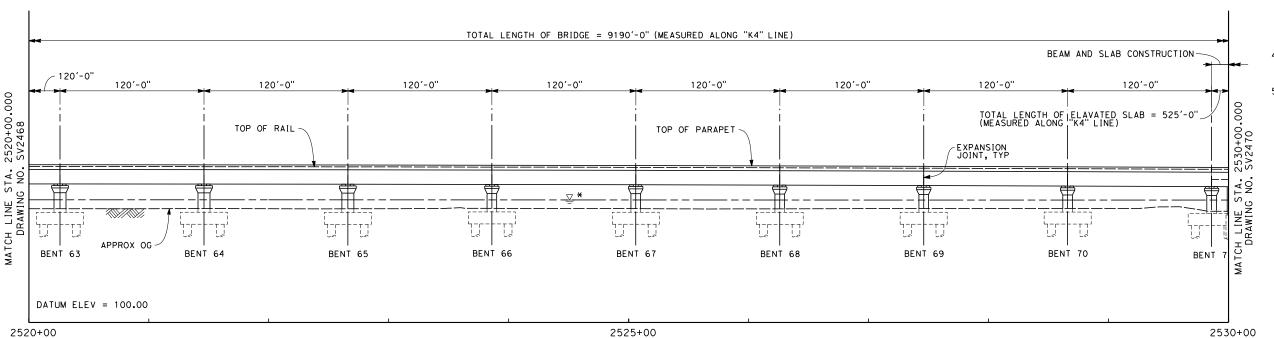
BENT 61

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT PLAN AND ELEVATION

•	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2468
	SCALE
	AS SHOWN
	CUEET NO

BVC 2518+52.82 EVC 2530+52.82 /ELEV 227.40 ELEV 230.00 1200' VC R/C = -0.036% /STATOP OF RAIL "K4" LINE TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE)



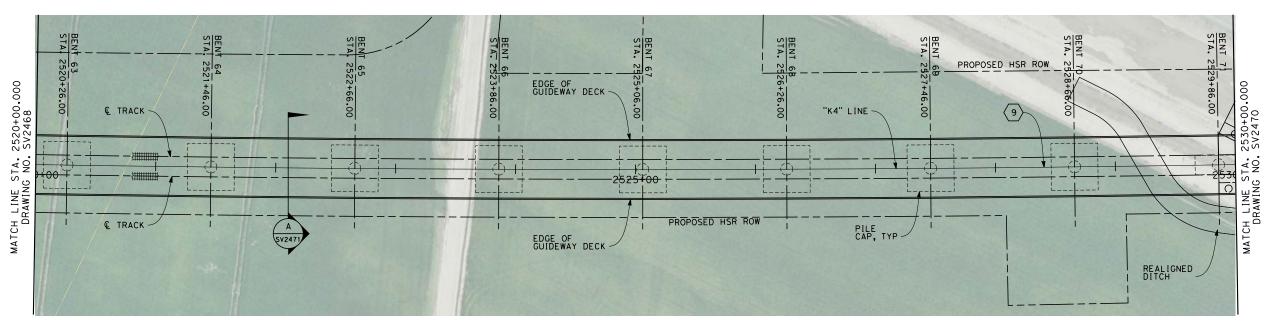
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 30500.00'

 $\Delta = 49^{\circ} 01'18.3"$

T = 13906.6'

L = 26095.5'



PL	A	N	
SCALE	1"	=	40′

					DESIGNED BY M. FISHER	
					DRAWN BY	RECORD SET 15%
					CHECKED BY	DESIGN SUBMISSION
					A ARMSTRONG IN CHARGE	NOT FOR
					R. COFFIN	CONSTRUCTION
DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	





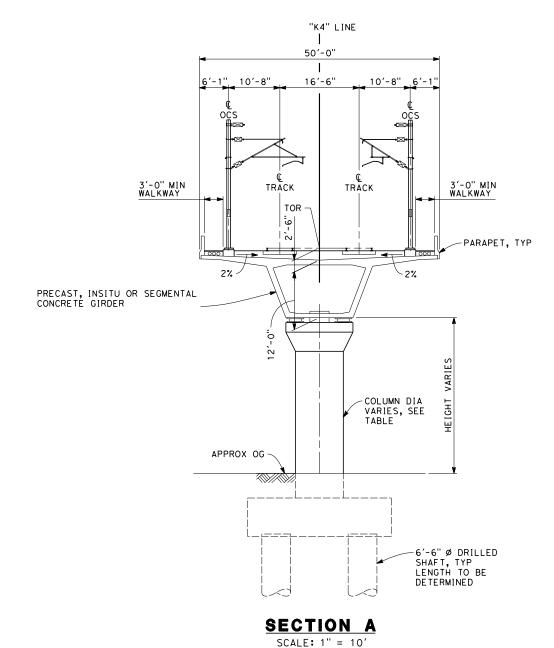
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT PLAN AND ELEVATION

•	CONTRACT NO.
	HSR 06-0003
	DRAWING NO.
	SV2469
	SCALE
	AS SHOWN
	CHEET NO

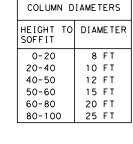
EVC 2530+52.82 **NOTES** BVC 2576+18.08 ELEV 227.40 ELEV 207.64 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE -0.433 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "K4" LINE

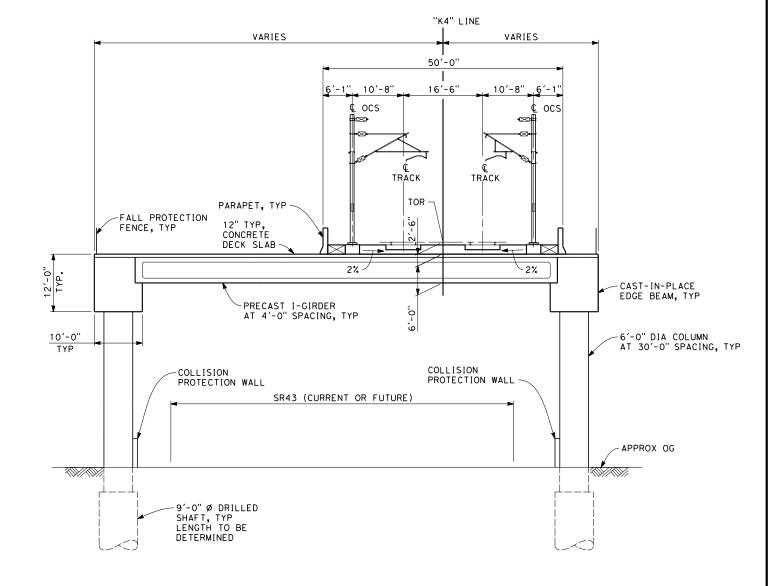
NO SCALE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 9190'-0" (MEASURED ALONG "K4" LINE) 4. UTILITY LOCATIONS TO BE -EB BEAM AND SLAB CONSTRUCTION DETERMINED TOTAL LENGTH OF ELAVATED SLAB = 525'-0" (MEASURED ALONG "K4" LINE) 120'-0" 120'-0" 120'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES 30'-0" TYP. (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS TOP OF RAIL ~ TOP OF PARAPET PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. ABUT 75 SEE NOTE 1 APPROX OG -18'-5" VERT CLR APPROX FG BENT 74 BENT 72 BENT 73 DATUM ELEV = 100.00 2530+00 2535+00 2540+00 **ELEVATION** SCALE 1" = 40' LEGEND: RELOCATED BERM AND DITCH-1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO 2530+00,000 EDGE OF GUIDEWAY DECK -1 € TRACK -BAKERSFIELD CORRIDOR "K4" LINE HYDROLOGY, HYDRAULICS AND PROPOSED HSR ROW DRAINAGE 15% DRAFT REPORT". CS "K4" 2539+50.58 CURVE DATA $\langle 9 \rangle$ R = 30500.00'EB "K4" 2538+71.00 $\Delta = 49^{\circ} 01'18.3"$ PROPOSED HSR ROW ELEV. 223.86 PILE CAP, TYP T = 13906.6'E TRACK -L = 26095.5'EDGE OF GUIDEWAY DECK -REALIGNED REALIGNED SR43 FUTURE SR43 PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2470 KAWEAH SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT K4 NOT FOR CHARGE **CALIFORNIA** AS SHOWN CROSS CREEK VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 11 OF 13 12/31/13 DATE BY CHK APP DESCRIPTION



STA 2446+81.00 THROUGH 2479+22.50 STA 2482+44.50 THROUGH 2529+86.00

STA 2535+11.00 THROUGH 2538+71.00





SECTION B

SCALE: 1" = 10'

STA 2529+86.00 THROUGH 2531+50.00 STA 2532+80.00 THROUGH 2535+11.00

						DESIGNED BY	
						M. FISHER DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION
						IN CHARGE R. COFF[N	NOT FOR CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

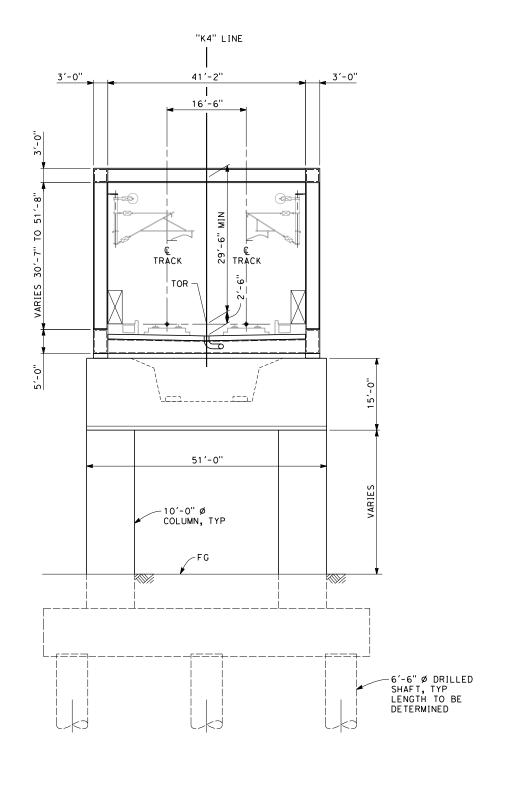
URS HMM ARUP

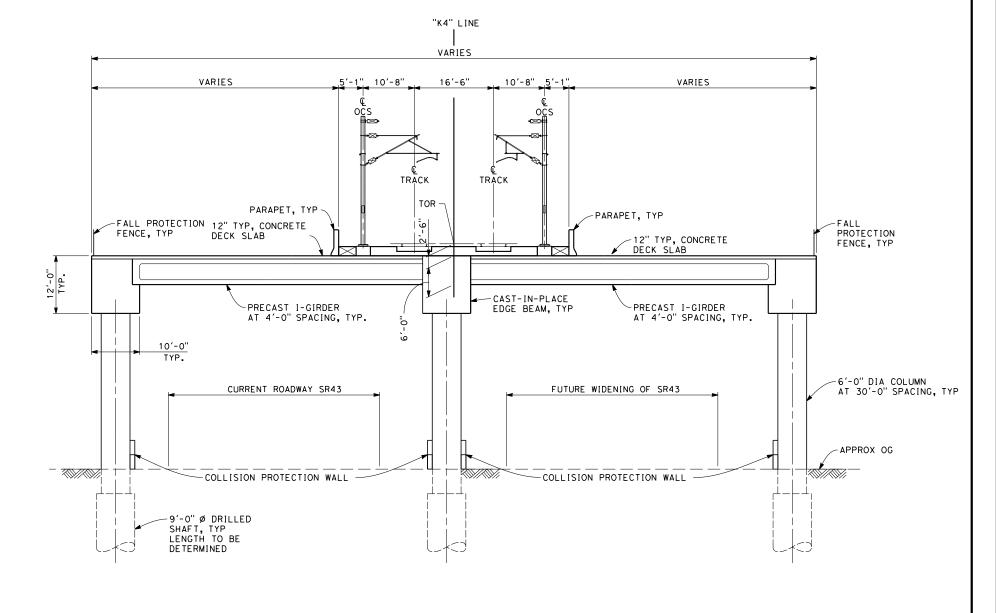


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT TYPICAL SECTIONS

CONTRACT NO. HSR 06-0003							
DRAWING NO.							
	SV2471						
SCALE							
AS	S SHOWN						
SHEET NO.							
1 2	2 OF 13						





SECTION C

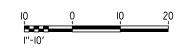
SCALE: 1" = 10'

STA 2479+22.50 THROUGH 2482+44.50

SECTION D

SCALE: 1" = 10'

STA 2531+50.00 THROUGH 2532+80.00



						DESIGNED BY M. FISHER	
						DRAWN BY	RECORD SET 15%
						CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION -
						IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT TYPICAL SECTIONS

CONTRA	- I INC	,.			
HS	R	06-	0003		
DRAWING NO.					
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SCALE					
	٩S	SHC	NWC		
SHEET N	10.				
	13	OF	13		